

**From:** [PI]  
**To:** SCR CMAAllocations  
**Cc:** [PI]  
**Subject:** Road Access Location Application - 618 Tomewin Mountain Road, Currumbin Valley  
**Date:** Thursday, 9 March 2023 10:50:18 AM  
**Attachments:** [13105-230309 Road Access.pdf](#)

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Dear Sir/Madam,

Attached is a completed Road Access Location Application by [PI] including Proposed Road Access plan No 13105-10.

Please contact me if further information is required.

Kind Regards,

[PI]

**SCHLENCKER SURVEYING (QLD) PTY LTD**  
**Surveying, Mapping & Development Consultants**

Gold Coast

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Deferred Access - RPL - DTMR



# Road Access Location/Road Access Works (driveway) on a State-controlled road

## Application

(for applications not associated with conditions of development approval)

A **permitted road access location** and **road works** approval is required to establish, repair or modify access between an individual property and a State-controlled road under s33 of the *Transport Infrastructure Act 1994* (the Act).

- **Road access location** (s53 of the Act) means a location on a property boundary between land and a road for the entry and exit of traffic.
- **Permitted road access location** means the location or locations at which access between the land and the road is permitted under a decision in force under s62(1) of the Act.
- **Road access works** are defined by the Act as:
  - (a) a physical means of entry or exit for traffic between the land and a road.
  - (b) **road works** providing entry or exit for traffic between works mentioned in paragraph (a) and the part of the road formed or prepared for use by general traffic.
- **Road works** as defined by the Act include works done for establishing or constructing roads or things associated with roads.

- Note:**
- The Department of Transport and Main Roads does not construct or undertake maintenance on **road access works** (including driveways).
  - The owner of the land is responsible for all costs associated with construction and maintenance of the **road access works** (including driveways).
  - The Department of Transport and Main Roads is not responsible for relocating any services (electricity, telecommunication, drainage pits and so on).
  - The Department of Transport and Main Roads may refuse to grant an approval or revoke an approval where the applicant has not provided true or correct information in their application.

### 1. Applicant's details

(where the applicant is not the owner, a letter of consent from the registered lot owner **must** be attached)

Name/company

PI

What is your interest in the land? (the applicant must have an interest in the land)

Owner  Leaseholder  Holder of easement rights  Other

### 2. Other owners/occupiers of the subject land

Please attach details (name, postal address, email address and their interest in the land) of all other owners and occupiers or users of the subject land (including neighbouring properties under an easement arrangement).

### 3. Proposed road access location

Please provide details of the land where the access is proposed.

Address

618 TOMEWIN MT. ROAD  
CURRUMBIN VALLEY, QLD Postcode 4223

Real property description (lot on plan)

### 4. Details of the use of the proposed road access location

Is the application for a new **road access location** or to change existing arrangements?

New  Replace/modify existing

Is the **road access location** for:

Private residential purpose  Commercial purpose  Agriculture  Industrial  Community use

Other

**Road Access Location/Road Access Works (driveway) on a State-controlled road Application ... continued page 2 of 4**

What is the posted speed (speed limit) of the State-controlled road at the location you are seeking access to?  km/h

Does the boundary of the property of the proposed road access works have kerb and channelling along its frontage?

Yes  No

Is there an alternative means of access to the property (for example, approved easement on a neighbouring lot or access to a side road)?

Yes  No

What type of vehicle and how many vehicles per day are expected to use the road access works?

Light vehicles   /  Semi trailers   /day Double road trains   /day  
 Single unit trucks (including buses)   /day B-Double trucks   /day Triple road trains   /day  
 Other:   /  /

Attach a scaled drawing or site plan for a distance of approximately 100m each side of where you propose the road access location to be. The site plan is to show the location of the proposed road access location, property boundaries, intersection and road access works on neighbouring properties on both sides of the road, the layout for existing and proposed road access works and any associated road works.

Attach any other relevant details about the proposed road access location.

**5. Declaration**

I/We the applicant(s):

- a. request approval of the proposed road access location under s62 of the Act
- b. warrant that the information provided in/or attached to this application is true and accurate to the best of my/our knowledge.

**For individual applicants**

Signature

Date

**For corporate applicants**

executed in accordance with s127 of the Corporations Act 2001 (Cth)

Company name

Australian Company Number (ACN)

Name and position

Signature

Date

Name and position

Signature

Date

**Note:**

Where the applicant is a company, the applicant must:

- insert the company name and the ACN
- sign the application in accordance with s127 of the Corporations Act 2001 (Cth) – that is either:
  1. two directors
  2. one director and the company secretary
  3. if the company has a sole director and sole secretary, that person.

Where the applicant is not an individual or a company, such as an incorporated association, please modify the execution block to suit.

**Privacy statement** - The Department of Transport and Main Roads is collecting the information on this form for the purposes of assessing a road access location in accordance with the Act. Your personal details will not be disclosed to any other third party without your consent unless required by law.

Rev No

Revision note

Date

Signature

Checked

Sheet

of

1

1

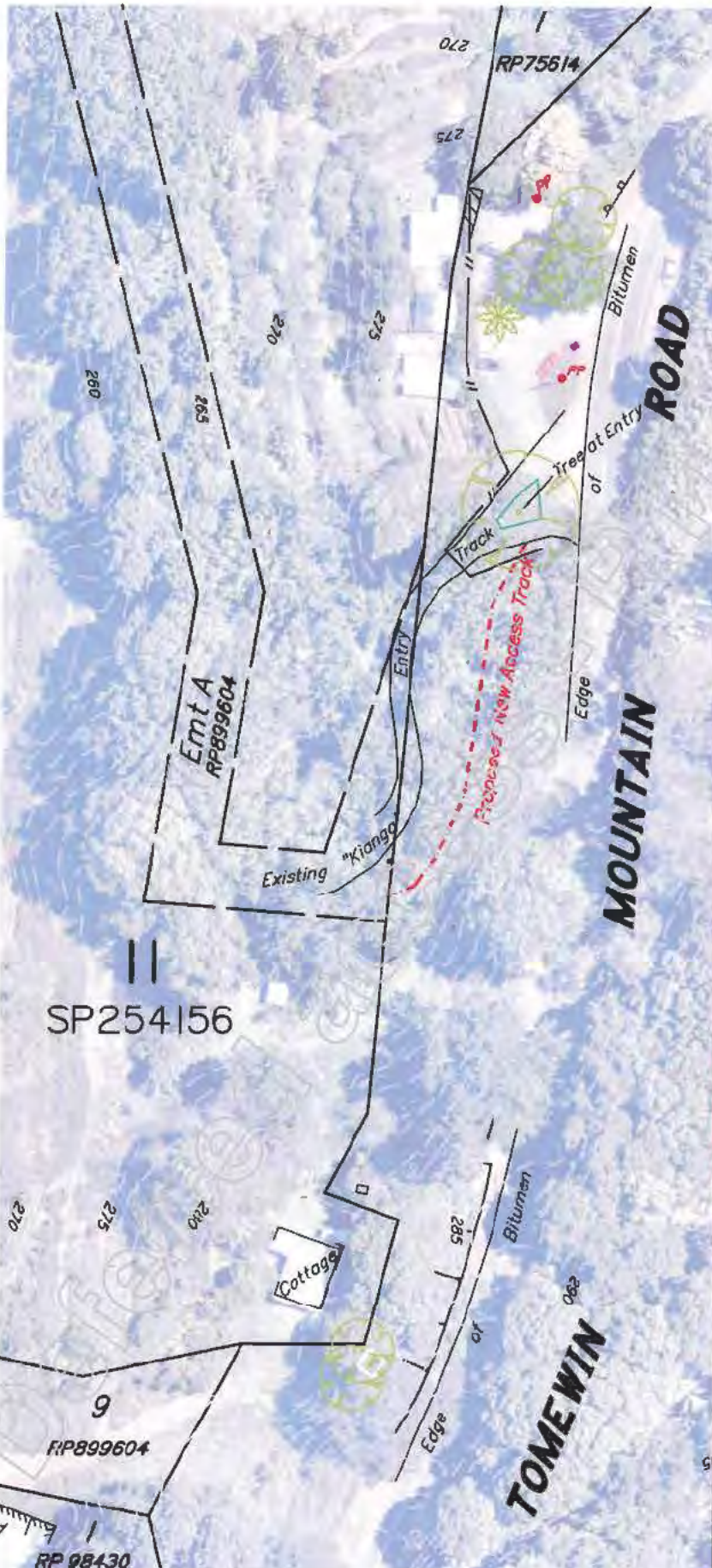


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Date of capture 13/11/2021  
Rectification & Georeferencing Approx only.

**General Notes**

- 1) The boundaries shown hereon have been determined from plan dimensions only. No search has been undertaken for Easements or other encumbrances on Title.
- 2) This Plan has been prepared for the Client under specific instructions as per the Job Number & date of this plan. It is suitable for the purposes of Discussion and forward planning only and is not to be used by any other person or corporation or for any other purpose, and is subject to the following limitations: The easements, dimensions, areas and features shown hereon are subject to field survey and also to the requirements of Council or any other authority which may have requirements under any relevant legislation. In particular, no reliance should be placed on the information on this plan for any financial dealings involving the land.
- 2) No report is made on any services or features other than those shown hereon. No services have been located. Prior to any demolition, excavation or construction, relevant Authorities should be contacted for the possible location of further services and detailed location of all services.
- 3) Lidar  
Contours are based on data provided by the State of Queensland (Department of Environment and Resource Management) [2010].  
Data captured circa 2014.  
In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data.
- 4) Legend  
1 Building   
2 Proposed Road Access
- 5) These notes form an integral part of this plan and no part of this plan may be reproduced in whole or in part without these notes.

**SCHLENCKER SURVEYING (QLD)**  
Gold Coast • Brisbane

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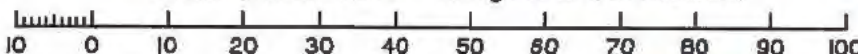
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Ph: (07) 5573 5744  
Mob: 0413 945 959  
EMAIL: mail@csq.net.au

**PROPOSED  
ROAD ACCESS**

Lot 11 on SP254156  
GOLD COAST CITY COUNCIL  
618 TOMEWIN MOUNTAIN ROAD,  
CURRUMBIN VALLEY

Scale 1: 1000 @ A4 – Lengths are in metres.



DRAWN	DATE	CHECKED	DATE
PI	9.3.2023	PI	9.3.2023
SCALE <b>1:1000</b>		DWG. NO. <b>13105-10</b>	

4 May 2023

Our Ref: 23GCT0052 LT01\_B

Your Ref:

Attention: PI

Better Business Lawyers

By Email

Dear PI

RE: 628 Tomewin Mountain Road, Currumbin Valley – Driveway Access Safety

### 1. Introduction

TTM Consulting Pty Ltd has been engaged by PI as the PI PI to provide traffic engineering services in relation to the safety aspects of the access at 628 and 618 Tomewin Mountain Road, Currumbin Valley QLD 4223, as shown in Figure 1. It is understood that this letter will accompany a submission to the Department of Transport and Main Roads.

The aim of this assessment is to review the safety of the access arrangement at 618 and 628 to ensure that there is sufficient safety for road users accessing the site and using Tomewin Mountain Road (State Road 98). The locations of the existing access points for 618 and 628 are shown in Figure 2 and Figure 3.



Figure 1: Site Location



Figure 2: Existing access to 628 Tomewin Mountain Road



Figure 3: Existing access to 618 Tomewin Mountain Road

## 2. Sight Distance

The posted speed limit on Tomewin Mountain Road at this location is 60km/h. The speed limit has recently been reduced from 80km/h to 60km/h, as noted in the Google Streetview image dated May 2017 (Figure 4).



Figure 4: Prior speed limit of 80km/h in May 2017

The general Safe Intersection Sight Distance (SISD) measurements for an access onto a State Controlled Road (SCR) is obtained from the Austroads Guide to Road Design Part 4A Unsignalised and Signalised Intersections, Table 3.2. The Design Speed for a specific road is typically either 10km/h higher than the posted speed limit or the 85<sup>th</sup> percentile speed along the road. Since the road has recently had its speed reduced from 80km/h to 60km/h, it would be safe to assume that the design speed should be measured at 70km/h at a minimum.

The SISD for a design speed of 70km/h is 151m, as indicated in Figure 5.

**Table 3.2: Safe intersection sight distance (SISD) and corresponding minimum crest vertical curve size for sealed roads (S < L)**

Design speed (km/h)	Based on safe intersection sight distance for cars <sup>(1)</sup> $h_1 = 1.1; h_2 = 1.25, d = 0.36^{(2)}$ ; Observation time = 3 sec					
	$R_T = 1.5 \text{ sec}^{(3)}$		$R_T = 2.0 \text{ sec}$		$R_T = 2.5 \text{ sec}$	
	SISD (m)	K	SISD (m)	K	SISD (m)	K
40	67	4.9	73	6	–	–
50	90	8.6	97	10	–	–
60	114	14	123	16	–	–
70	141	22	151	25	–	–
80	170	31	181	35	–	–
90	201	43	214	49	226	55
100	234	59	248	66	262	74

Figure 5: Table 3.2 of Austroads Guide to Road Design Part 4A

TMR in their conditions of approval for the existing driveway at 628 Tomewin Mountain Road for the additional Lot 9 access, stated that in condition 7 note that adequate safe sight distance is achieved (in accordance with Austroads Guide to Road Design Part 4A – Table A10, that is, 97m minimum).

Based on this, it is assumed that Table A10 can be utilised, which is the Extended Design Domain (EDD) that can be permitted for use on existing roads where access is required from a property entrance, noted in section 3.4 of the Austroads Guide to Road Safety Part 4A. It should be noted that the TMR indicated 97m refers to a design speed of 60km/h, whereas the correct design speed used on this table is 60km/h + 10km/h = 70km/h. Based on the 70km/h design speed, the safe sight distance at the driveway entrance should be a minimum of 120m as shown in Figure 6.

**Table A 10: Minimum EDD safe intersection sight distance and corresponding crest vertical curve size for sealed roads with level grades for the norm-day base case using an observation time of 2.0 seconds**

Design speed (km/h)	Based on norm-day safe intersection sight distance <sup>(1)</sup> $h_1 = 1.1 \quad h_2 = 1.25 \quad d < 0.46^{(2)} \quad O_T = 2.0 \text{ sec}$					
	$R_T = 1.5 \text{ sec}$		$R_T = 2.0 \text{ sec}$		$R_T = 2.5 \text{ sec}$	
	SISD (m)	K	SISD (m)	K	SISD (m)	K
40	53	2.9	58	3.6	-	-
50	70	5.2	77	6.3	-	-
60	89	8.5	97	10.1	-	-
70	110	12.9	120	15.3	-	-
80	133	18.7	144	22.0	-	-
90	157	26.2	169	30.5	182	35.2
100	183	35.6	197	41.2	211	47.2
110	111	47.2	226	54.3	241	61.9
120	-	-	257	70.1	273	79.5
130	-	-	289	89.0	307	101

Figure 6: Table A10 of Austroads Guide to Road Design Part 4A

Based on the information noted above the existing access to 628 Tomewin Mountain Road should provide a minimum sight distance of 120m in each direction. With the existing vegetation, there is currently only between 60m-80m safe sight distance at this existing driveway (measured on site dated 21/03/2023). Extensive clearance of vegetation would be required in both directions (Figure 7).



Figure 7: Vegetation Clearance at 628 Tomewin Mountain Road

Whilst this could be achieved, other considerations should be given to provide a safe access, which are noted in the following section.

The existing access at 618 Tomewin Mountain Road provides a safe sight distance of 130m to the right and 160m to the left, which is greater than the Austroads requirement of 120m, and therefore is a much safer location to provide an access.

### 3. Access Safety

The existing access from the cottage to Tomewin Mountain Road has an acute entry angle of at best 30° (Figure 8), which is not considered a safe angle to safely see approaching traffic, including cyclists and motorcyclists, on this State Controlled Road. The road has a posted speed limit of 60km/h, but observations noted that vehicles regularly exceeded this speed limit. The Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections note the following in relation to intersections and these basic principles should be provided for access driveways.

#### Section 2.2.1

*Horizontal Alignment Road centrelines should be designed to intersect as close to 90° as possible so that driver observation angles to potentially conflicting vehicles are satisfactory. This is particularly important for older drivers who may have limited ability to turn their head and neck to observe potentially conflicting traffic (Austroads 2000).*

#### Section 3.1

*Large angles can be a significant issue for older drivers, particularly those who may have difficulty in turning their head and neck to detect the presence of conflicting vehicles (Austroads 2000). For new at-grade*

intersections where right of way is not restricted, the roadway should meet at a 90° angle to provide the best sight lines. For re-design of existing at-grade intersections where right of way is restricted, the roadway should meet at an angle of not less than 70°.



Figure 8: Acute access from 628 Tomewin Mountain Road

In my experience as a senior Road Safety Auditor, it is far safer to provide an entry angle of between 70° and 90° to the road to improve visibility and safety for each driveway. The driveway in question is an existing driveway for one small cottage, and the approval by TMR (ref TMR21-034591) for Lot 9 to also have access via the existing driveway. This proposal will increase the risk of a crash / collision at this location due to the lack of safety in relation to sight distance due to the angle of the driveway entry.

It is noted that the proposed driveway application for Lot 9 stated that there was no alternative means of access to the property (for example approved easement on a neighbouring lot or access to a side road). In fact, there is an existing easement (Easement A on RP899604) that provides access from Lot 9 to Tomewin Mountain Road. This easement exits lower down the State Controlled Road at a safer location (access at number 618) with greater sight distance and with an entry angle of between 70° and 90°. The existing Easement A provides a safer access than the one at number 628.

#### 4. Driveway Design

The standard driveway design for a rural driveway is provided within the IPWEA (Institute of Public Works Engineering Australia) standard drawing RS-056. This states that the driveway should have a minimum 5.0m 1 in 33 fall from the edge of sealed shoulder to the first point of the driveway change of grade, 1 in 8 maximum for 0.8m, then 1 in 6 maximum for 1.5m into a 1 in 4 maximum down to where the driveway levels out. These dimensions are shown in Figure 9.

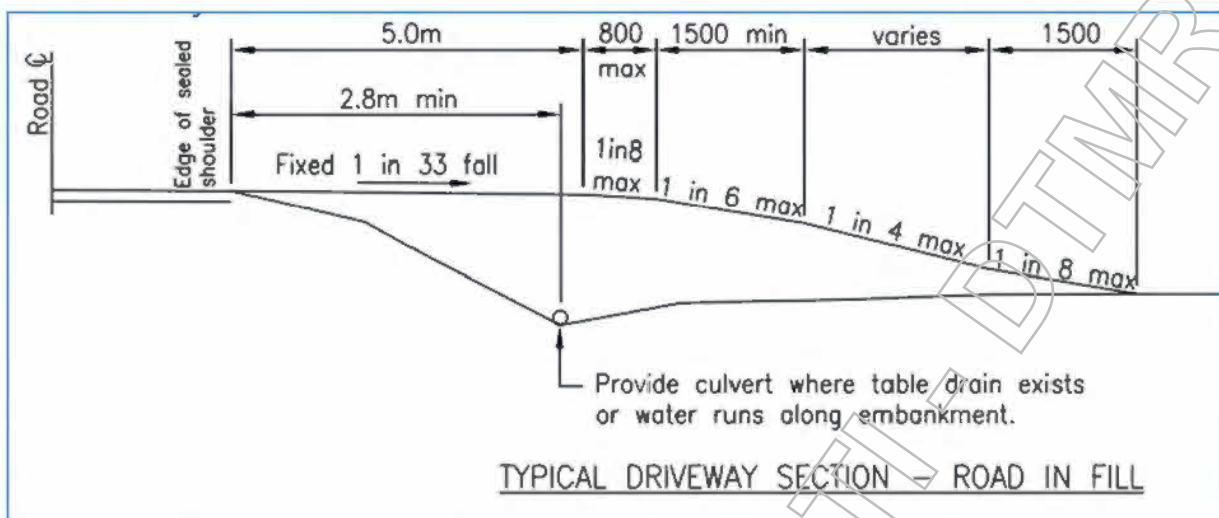


Figure 9: IPWEA Rural Driveway Standard Detail.

The driveway at number 628 does not provide these standard details, but the one at 618 does, thus again providing the safer access point for vehicles.

## 5. Fire Truck Access

The Currumbin Valley Rural Fire Brigade (letter dated 29 April 2023) state that to allow for passage of emergency vehicles on driveways in Rural areas the following is a recommended minimum guide:

- Driveway width 3.5 metres
- Height clearance 4.8 metres above the road
- All weather road surface
- A turn around point to allow for vehicles of 8 metres in length to turn.

The access at number 628 does not provide any of these to accommodate an emergency service vehicle, as the driveway at the gate is only 2.8m from post to post (Figure 10). If the driveway were to be widened, this would require some retaining between the state road and the driveway, possibly with guardrail due to the sudden drop in height from the road shoulder to the driveway. Or the removal of the existing large tree to widen away from the state road. This tree also restricts the height clearance of 4.8m required for the emergency vehicle.



Figure 10: 628 Gate access width.

In contrast, the access at 618 can provide all the required points raised, and therefore, a more suitable access point. (Figure 11)



Figure 11: 618 Gate access width.

## 6. Proposed Access Solution

Due to the above safety issues relating to the existing access at 628, it is proposed that this access be closed and to provide an alternative access via either the existing Easement A (option A) or the proposed Easement L (option b) to exit at the same location as 618 Tomewin Mountain Road, where there is safe sight distance, a relatively flat surface, an entry angle of between 70° and 90°, and access for emergency service vehicles.

This proposal is shown in Figure 12, as a concept sketch layout. (Also enclosed with this letter).

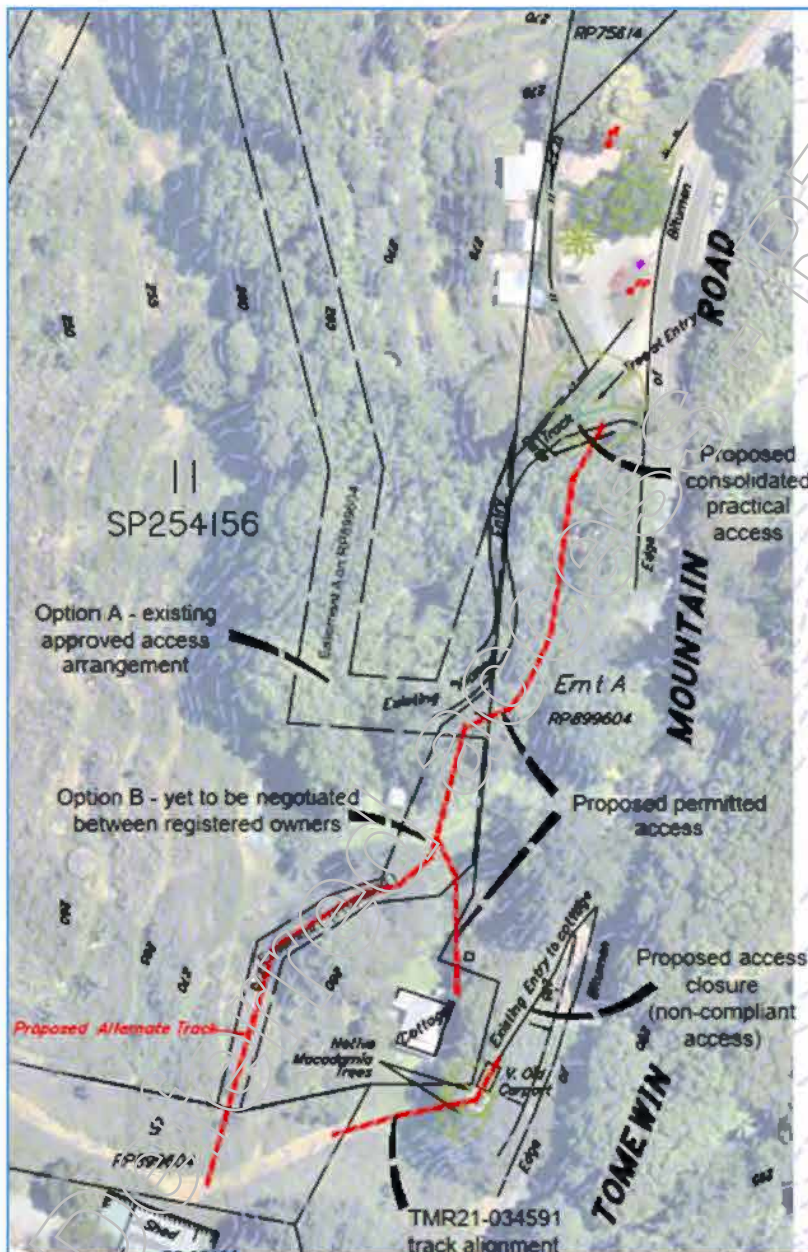
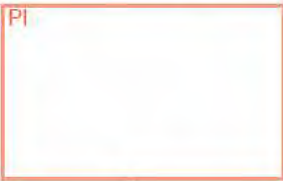


Figure 12: Proposed Access Option.

TTM recommend that the existing cottage access be removed/closed, and a new permitted access track created to provide access the cottage and a safer access to the adjacent Lot 9.

This proposal will improve general road safety for all road users and reduce the number of access locations / conflict points along the State-Controlled Road, Tomewin Mountain Road.

Yours sincerely,

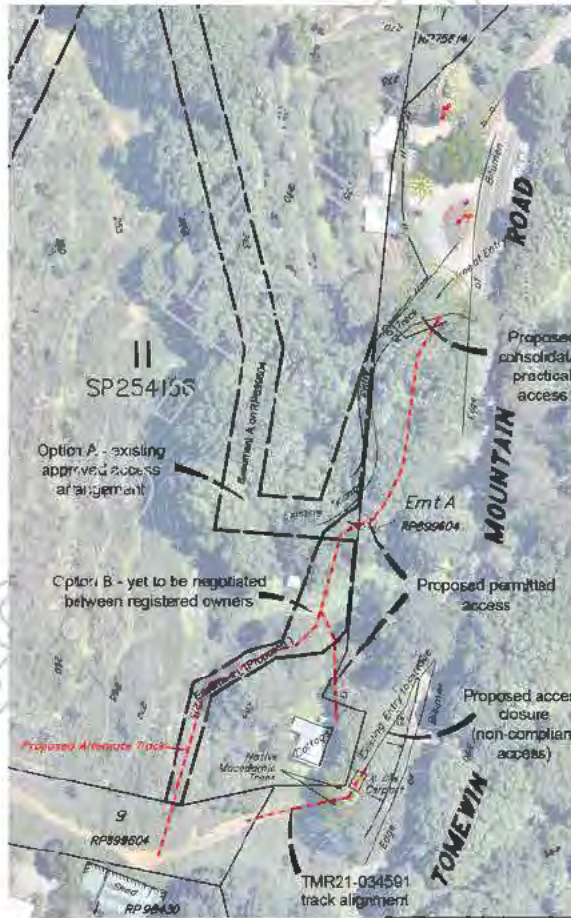
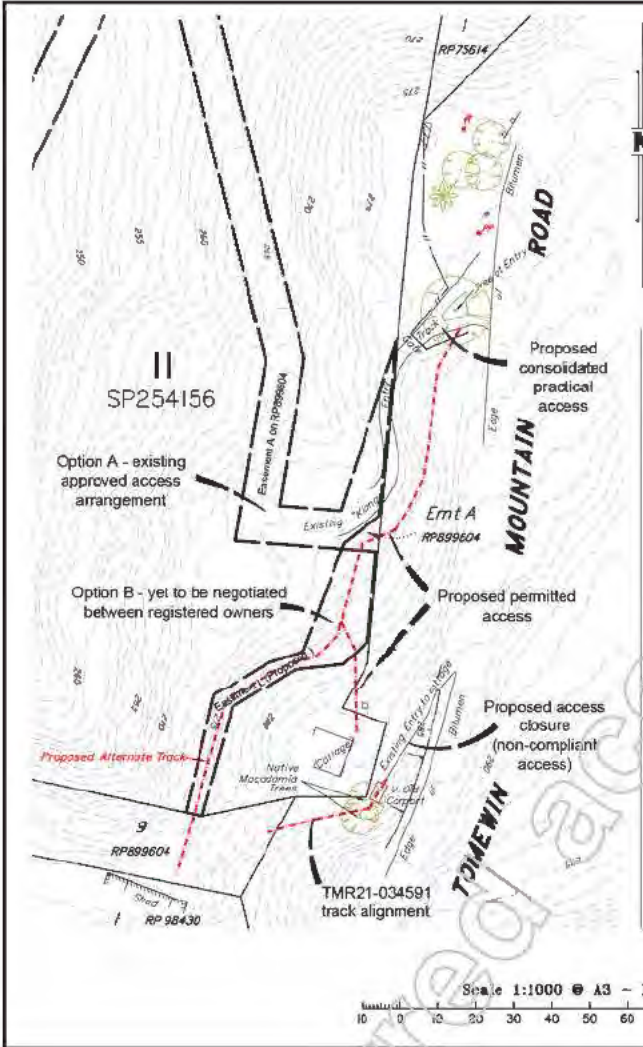
PI 

Director -   
Senior Road Safety Auditor  
TTM Consulting Pty Ltd

Enclosed Drawing 13105-09A – Proposed Access Arrangements (Rev A – 4/5/2023)

Deferred access - RTI - DTMR

Deferred Access TMR



**General Notes**

- 1) The boundaries shown herein have been determined from plan dimensions only. No search has been undertaken for Easements or other encumbrances on Title.
- 2) This Plan has been prepared for the Client under specific instructions as per the Job Number & date of this plan. It is suitable for the purposes of Discussion and Review planning only and is not to be used by any other person or corporation for any other purpose, and is subject to the following limitations: The easements, dimensions, areas and features shown herein are subject to field survey and also to the requirements of Council or any other authority which may have requirements under any relevant legislation. In particular, no reliance should be placed on the information on this plan for any financial dealings involving the land.
- 3) No report is made on any services or features other than those shown herein. No services have been located. Prior to any demolition, excavation or construction, relevant Authorities should be contacted for the precise location of further services and detailed location of all services.
- 4) Liabilities  
 Contents are based on data provided by the State of Queensland (Department of Environment and Resource Management) (DERM).  
 Data captured circa 2014.  
 In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to this data (including accuracy, reliability, completeness, timeliness or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data.
- 5) These notes form an integral part of this plan and no part of this plan may be reproduced in whole or in part without these notes.

AMENDMENTS		
NO.	DESCRIPTION	DATE
A	Additional Notes added	4.5.2023

**SCHLENCCKER SURVEYING (QLD)**  
 Gold Coast • Brisbane

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**PROPOSED ACCESS ARRANGEMENTS**

Lot 11 on SP254156

GOLD COAST CITY COUNCIL  
 618 TOMEWIN MOUNTAIN ROAD,  
 CURRUMBIN VALLEY

DRAWN	DATE	CHECKED	DATE
PI	1.7.2022	PI	1.7.2022

SCALE: 1:1000  
 DWG. NO.: 13105-09A

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PhotoMap by nearmap.com  
 Date of capture: 12/11/2020  
 Rectification & Georeferencing: Access only

Your ref: TMR23-038827

Our ref: 23CDA02

28 September 2023

Department of Transport and Main Roads  
36-38 Cotton Street  
NERANG QLD 4211

By email to: [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au)

Attention: Mark Taylor

Dear Mark

APPLICANT RESPONSE TO REQUEST FOR FURTHER INFORMATION - APPLICATION FOR A PERMITTED ROAD ACCESS LOCATION AND ROAD ACCESS WORKS (DRIVEWAY) - 618 TOMWIN MOUNTAIN ROAD, CURRUMBIN VALLEY



COASTAL  
DEVELOPMENT  
APPROVALS  
RURAL PLANNING CONSULTANTS

Coastal Development  
Approvals Pty Ltd  
ABN 63 639 614 583

PO Box 7007  
Southport Park Qld 4215  
Australia

Phone

[www.coastalda.com.au](http://www.coastalda.com.au)

I refer to TMR correspondence dated 29 March 2023 requesting further information to the abovementioned application and hereby provide response on behalf of applicant

618 Tomewin Mountain Road meeting 20 April 2023

Reference is made to a meeting between the applicant and TMR officers of 20 April 2023 Agenda Item 4 in relation to the information request and agreement on outcomes. A copy of the signed minutes is attached.

#### Information Response

##### 1. Purpose

Please provide further information with respect to the purpose/objective of the proposed road access and road access works, for the portion of which will be located within the State-controlled road and the benefit it provides, given there is an existing access location.

Please advise if the proposed new access as shown by the drawing titled Proposed Road Access (prepared by Schlencker Surveying, drawing number 13105-10, dated 9 March 2023) is as an interim or temporary arrangement, or confirm that the existing road access location and road access works are to be made redundant. The department notes that it will likely only accept a singular access for within road area, with road area for either the existing or the proposed access to be remediated or revegetated upon finalisation of its use.

##### Reason/s:

Compliance with the principles and strategies contained within the Department of Transport and Main Roads' Road access policy (January 2023) can be met upon nominating a single location for access between Tomewin Mountain Road and Lot 11 on SP254156. In that regard and on the basis of road safety, the department is ordinarily not supportive of establishing multiple accesses for an individual property

#### Response

Agreed outcome per applicant/TMR meeting of 20 April 2023. The proposed permitted access is a formalisation of a historic (since 1915) farm access. Approval is sought for construction works per the attached civil drawings to improve the access to an accepted rural / rural residential standard suitable for use by 2WD.

A key purpose of the application is to separate residential traffic from non-residential / farm traffic, thereby significantly improving the safety and efficiency of both site traffic and the state transport corridor. The proposed access tracks intersect the TMR corridor but establish a consolidated practical access point (618) for all farm and residential traffic.

## 2. Amended plan of development

Please provide a plan of development illustrating any and all other existing or proposed vehicular accesses to the land to/from the State-controlled road corridor. The department notes there are at least one (1) other vehicular access to the land which is not be regularised and recognised with an approval.

You are invited to make an application that identifies and to regularise any other road access location/s this is considering a decision of this current application for road access and road access works may ordinarily include that all, or all other, access between the road and the land is prohibited.

### Reason/s:

Under a current Development Permit for Material Change of Use for a Café (Council reference OTH/2020/49), conditions of the permitted road access location (our reference TMR21-032154, dated 3 March 2021) and as currently in force for the land stipulate that direct access is prohibited between Tomewin Mountain Road and Lot 11 on SP254156 at any other location other than the permitted road access location as shown in the approved site plan.

The conditions included a decision under section 62A of the TIA, that includes the conditions, and is taken to be in force under section 62(1) of the TIA for the land. This prior decision notice is attached.

### Response

Refer to Figure 1. The figure includes existing permitted and practical access points along the frontage of the subject site (approx. 180m). Note that pedestrian access is also gained between the TMR turnaround PI (not indicated). We are not aware of any further unformalised vehicular accesses between the site and Tomewin Mountain Road. However, this can be addressed upon specific advice from TMR.

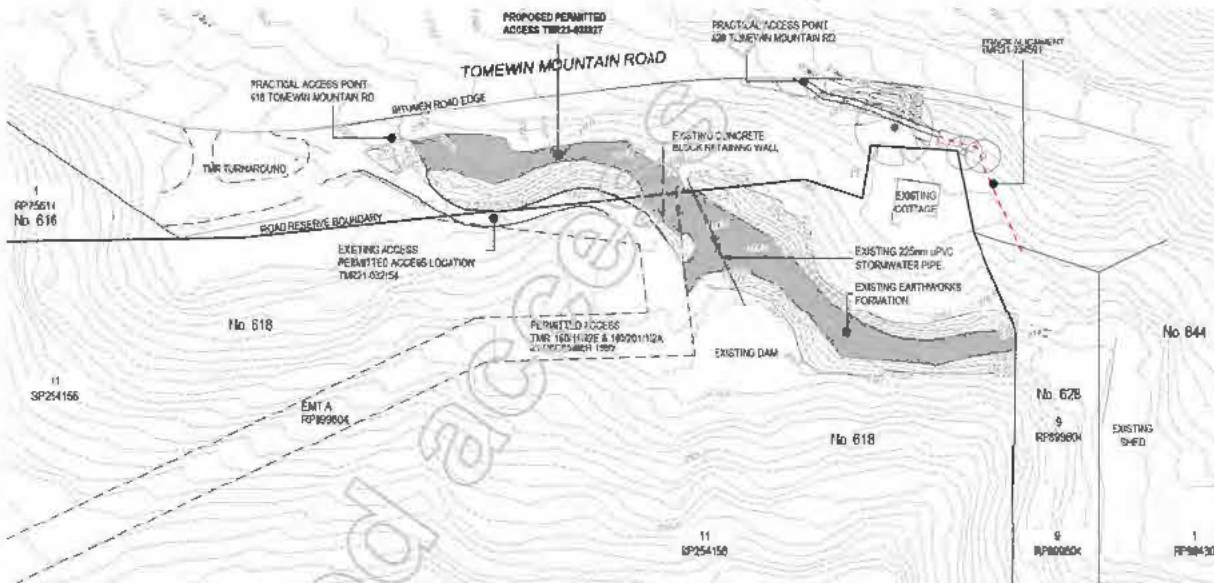


Figure 1: Existing accesses between Lot 11 SP254156 and Tomewin Mountain Road (TMR) (source: Existing Site Features Layout Plan, Pacific Civil Engineers, PCE-23-010 Dwg 002 Rev B)

## 3. Consent of persons with an interest in the land

It is requested that this application be co-submitted between all parties with an interest in the land, including those benefited by the registered easement for access/right of way.

A written consent from all persons with a registered interest in the land ensures the department that:

- all persons have knowledge of the current application, and are in support of lodgement of the current application, and
- the approved access is adequately managed and maintained as a shared road access location.

### Reason/s:

The existing, and proposed new access, appears to maintain a shared arrangement with the adjoining land formally described as Lot 9 on RP899604 via Easement A on RP899604. Should the proposed



road access location be approved, the proponent must ensure that it does not restrict or arbitrarily deprive access to public land for all other persons with an interest in the land, including through the duration of any construction.

The department can advise that the proposed access would, if approved, be conditioned such that it is a shared access and is to be constructed to a stated standard, and maintained to the stated standard by all parties to this application at no cost to the department. Pursuant to requirements of the TIA, such conditions could only apply to the applicant/s of the application as made.

Section 53 of the TIA clarifies, for the subdivision 2 of the Act that land adjacent to a State-controlled road, includes land that is not adjacent to the road but is benefited by an easement, registered under the Land Title Act 1994 –

- (a) that is over land that is adjacent to the road, and
- (b) that starts at the boundary between the land mentioned in paragraph (a) and the road.

Under section 64 of the TIA, a decision under section 62(1) made on an application may include conditions that the applicant construct and/or maintain, pay for, or contribute to the cost of, maintaining stated road access works to a stated standard.

#### Response

Agreed outcome per applicant/TMR meeting of 20 April 2023.

The proposed permitted access location services the subject land only. The existing TMR approved permitted access track for Lot 9 RP899604 within Easement A on RP899604 (TMR reference 160/1/102E & 160/2011/102A (21 December 1995) is horizontally and vertically separate from the proposed permitted access alignment.

#### 4. Proposed use

It is understood the existing access is currently approved and is associated with a Café, in addition to the existing residential use. The application forms identify the proposed access is for commercial use. Please confirm that overflow car parking associated with the approved development is not proposed to occur within road corridor.

#### Reason/s:

Under a current Development Permit for Material Change of Use for a Café (Council reference OTH/2020/49), the access relates to an area defined as for "Existing Car Parking". However, the works undertaken and/or proposed within road corridor may cause overflow car parking to preference use of the road corridor, which the department does not support.

#### Response

Agreed outcome per applicant/TMR meeting of 20 April 2023.

PI maintains an off-street car parking area with a capacity of more than 20 spaces. This exceeds the COGC conditioned requirement for twelve on-site car parking spaces.

Note: café parking is unrelated to the current road access application. Associated queries should be directed under separate correspondence via TMR reference TMR21-032154.

#### 5. Engineering drawings

The department have noted recent works that occurred within road corridor and that appear to relate to the proposed access. These works appear to namely involve earthwork, stormwater drainage, structural retaining works and vegetation clearing and/or tree trimming. The extent of works performed and the proximity to earth embankment supporting the State-controlled road is not necessarily clear. Furthermore, it is unclear that any further works are proposed within road corridor.

Please submit to the department engineering design and construction drawings certified by a Registered Professional Engineer of Queensland (RPEQ) for all works located within or impacting the State-controlled road which demonstrate (but is not limited to):

- (a) the existing and proposed road access location;
- (b) plans and sections illustrating pre-existing and design surface and grades of the access,



- (c) the location of any roadside gullies, drainage infrastructure, street trees or public utilities that may affect design, grade or location of the new or changed access.  
Engineering drawings are required to be provided prior to undertaking any works, including any road access works within the State-controlled road corridor.

*Reason/s:*

*It is unclear whether existing and proposed road access works are to comply with departmental standards, and may otherwise compromise the State transport infrastructure. Where variations are sought to access standards and specifications, the department must ensure such variations and engineering design has been assessed and certified by a Registered Professional Engineer of Queensland. This is to ensure that the design for the works are fit for purpose and the works do not pose a safety hazard to users of the State-controlled road.*

**Response**

RPEQ signed civil drawings are attached. The proposed permitted access is to be to a rural / rural residential standard with road base construction. The proposed permitted access does not facilitate a new practical access point but formalises a historic farm access and connects to the existing access at 618 Tomewin Mountain Road. No works to the embankment within the road corridor has been undertaken or is proposed. Note that the concrete retaining blocks on the southern side of the access track are located within the subject land.

**6. Identification of native vegetation**

*Identify the native vegetation within the State-controlled road that is or was intended to be removed to facilitate the road access works, and identify native vegetation to be protected as part of the road access works.*

*Reason/s:*

*Should this application be approved, the proponent will be required to provide written approval from the relevant State authority and/or local government for any native trees to be removed.*

*A road works approval does not give consent for native tree clearing and further approval/s may be required.*

**Response**

No vegetation clearing has been carried out or is proposed. The proposed permitted access has historically been used for farming operations and has never been vegetated. Accordingly, no native vegetation has been identified within the area of works for protection.

We trust this information is of assistance and look forward to TMR's approval of the application. Please contact the undersigned for any further queries.

Yours faithfully

PI

Director – Coastal Development Approvals Pty Ltd

**Attached:**

- A. Proposed Driveway Works 618 Tomewin Mountain Road Currumbin Valley Qld 4223
  - o Cover sheet, locality plan, schedule of drawings and general notes, PCE-23-010-001-B
  - o Existing site features layout plan, PCE-23-010-002-B
  - o Roadworks layout, PCE-23-010-003-B
  - o Roadworks longitudinal section, PCE-23-010-004-B
  - o Roadworks cross sections, PCE-23-010-005-B
  - o Erosion and sediment control plan, PCE-23-010-006-B
  - o Erosion and sediment control details, PCE-23-010-007-B

B PI

C. TMR Meeting Minutes 20 April 2023



**From:** [PI]  
**To:** [SCR Corridor and Land Management Inbox](#)  
**Cc:** [Mark L Taylor](#)  
**Subject:** 23CDA02.04 / TMR23-038827 - 618 Tomewin Mtn Rd - applicant response to RFI  
**Date:** Thursday, 28 September 2023 4:34:32 PM  
**Attachments:** [image001.png](#)  
23CDA02.04 L.02.002 RFI Response TMR23-038827.pdf  
[PI]  
[Attach C Meeting minutes 20 April 2023 - 618 Tomewin Mountain Road.pdf](#)  
[Attach A PCE-23-010 Combined Drawings.pdf](#)

---

Hi Mark

Please find attached the applicant's response to TMR RFI TMR23-038827 dated 29/03/2023.

I trust all is in order. Please contact me directly should you have any further queries.

Yours faithfully

[PI] Director  
[PI]  
[PI]



Deferred access - RTI - DTMR

# PROPOSED DRIVEWAY WORKS 618 TOMWIN MOUNTAIN ROAD CURRUMBIN VALLEY, QLD, 4223

### GENERAL NOTES

1. ALL DIMENSIONS SHOWN ON THESE DRAWINGS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE AUTHORITIES HEALTH AND SAFETY ACT.
3. PROVIDE TRAFFIC MANAGEMENT FOR THE DURATION OF CONSTRUCTION IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. THE UTILISATION OF LOCAL, BLENDED AND VEGETATION BY THE GENERAL THE CONNECTIVITY OF ALL EXISTING SERVICES WITHIN THE LIMITS OF PROPOSED WORKS AND CONFORM THIS INFORMATION WITH THE ENGINEER'S PLAN FOR THE MAINTENANCE OF WORK.
5. PROPERTY BOUNDARIES ARE SUBJECT TO DETERMINATION BY FIELD SURVEY CARRIED OUT BY A REGISTERED SURVEYOR.
6. ALL WORK SHALL BE COMPLETED TO SATISFACTORY STANDARDS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY SAFETY EQUIPMENT AND MACHINERY REQUIRED TO CARRY OUT RESPECTIVE WORKS AS SPECIFIED OR REQUESTED BY THE ENGINEER.
8. THE CONTRACTOR SHALL RESTORE ALL EXISTING AREAS TO BE MAINTAINED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE WORKS.
9. THESE NOTES SHALL APPLY TO ALL WORKSHOWN OF THE DRAWING.
10. FOR DETAILS REFER TO CONSULTING ENGINEER'S ORIGINAL DATA.
11. CORRECTIONS TO EXISTING SERVICES TO BE CARRIED OUT BY GOVERNMENT APPROVED CONTRACTOR UNDER SUPERVISION OF COUNCIL AT DEVELOPER'S COSTS.

CITY OF GOLD COAST STANDARD DRAWINGS TO BE USED IN THIS PROJECT CURRENT ISSUES APPLY ONLY

### SCHEDULE OF PROJECT DRAWINGS

NO.	DESCRIPTION (DRAWING TITLE)
001	COVER SHEET, LOCALITY PLAN, SCHEDULE OF DRAWINGS & GENERAL NOTES
002	EXISTING SITE FEATURES LAYOUT PLAN
003	ROADWORKS LAYOUT
004	ROADWORKS LONGITUDINAL SECTION
005	ROADWORKS CROSS SECTIONS
006	EROSION AND SEDIMENT CONTROL PLAN
007	TODAY AND SECURITY CONTROL DETAILS

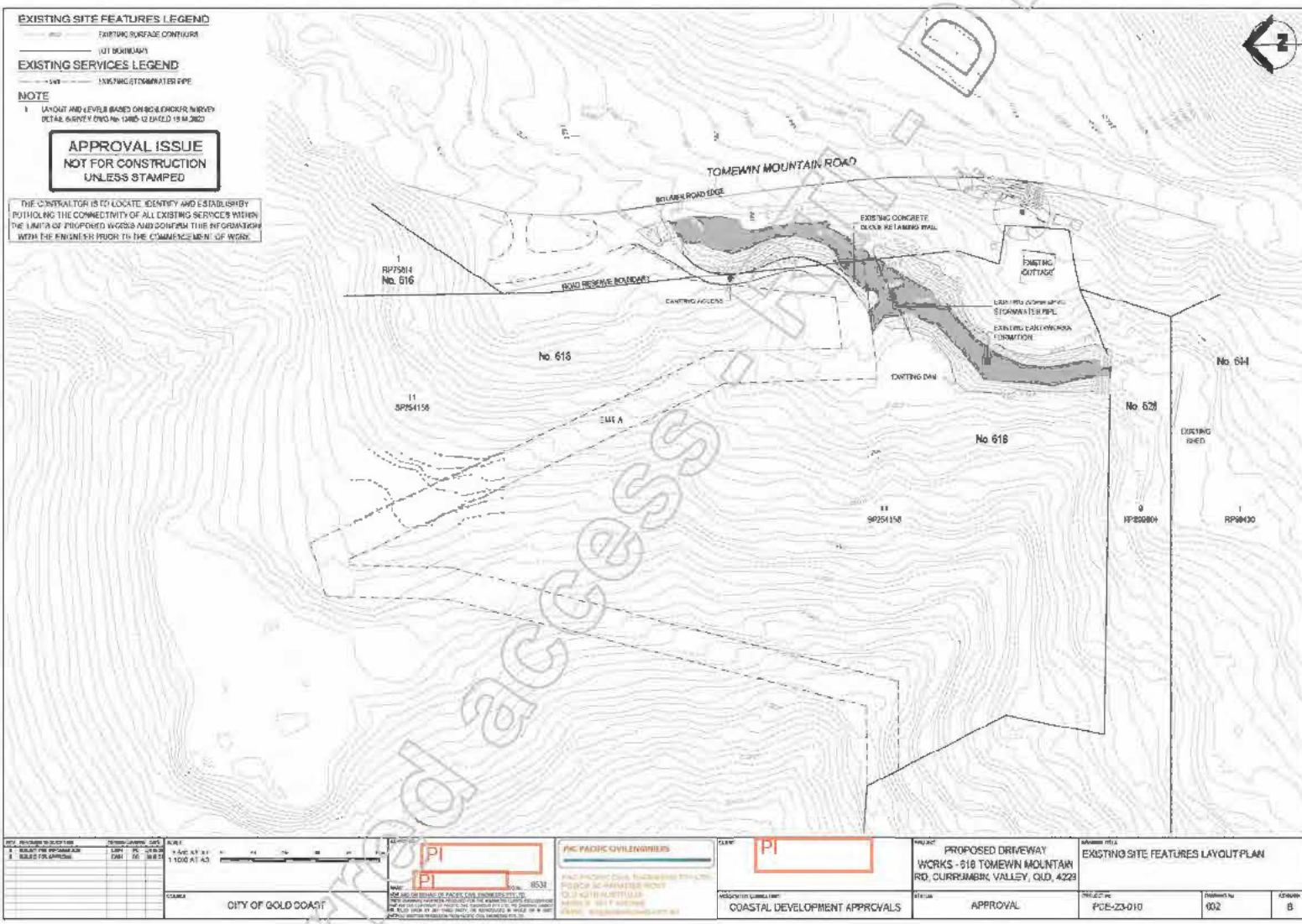


LOCALITY PLAN  
SCALE: 1:100

APPROVAL ISSUE  
NOT FOR CONSTRUCTION  
UNLESS STAMPED

<table border="1"> <thead> <tr> <th>NO.</th> <th>REVISION DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ISSUED FOR APPROVAL</td> <td>10/01/2023</td> <td>SSJ</td> </tr> <tr> <td>2</td> <td>ISSUED FOR APPROVAL</td> <td>10/01/2023</td> <td>SSJ</td> </tr> </tbody> </table>	NO.	REVISION DESCRIPTION	DATE	BY	1	ISSUED FOR APPROVAL	10/01/2023	SSJ	2	ISSUED FOR APPROVAL	10/01/2023	SSJ	<table border="1"> <tr> <td>AS SHOWN</td> <td> </td> <td> </td> <td> </td> </tr> </table>	AS SHOWN				<table border="1"> <tr> <td> <b>PACIFIC CIVIL ENGINEERS</b>                  1/100 BOYALBAH DRIVE                  SUITE 101                  GOLD COAST, QLD 4225                  PHONE: 07 5530 1111                  WWW.PACIFICCIVIL.COM.AU             </td> <td>                 PROJECT: PROPOSED DRIVEWAY WORKS - 618 TOMWIN MOUNTAIN RD, CURRUMBIN, VALLEY, QLD, 4223             </td> </tr> </table>	<b>PACIFIC CIVIL ENGINEERS</b> 1/100 BOYALBAH DRIVE SUITE 101 GOLD COAST, QLD 4225 PHONE: 07 5530 1111 WWW.PACIFICCIVIL.COM.AU	PROJECT: PROPOSED DRIVEWAY WORKS - 618 TOMWIN MOUNTAIN RD, CURRUMBIN, VALLEY, QLD, 4223	<table border="1"> <tr> <td>                 DRAWING TITLE:                  COVER SHEET, LOCALITY PLAN                  SCHEDULE OF DRAWINGS AND                  GENERAL NOTES             </td> <td>                 PROJECT NO:                  PCE-23-010             </td> <td>                 SHEET NO:                  011             </td> <td>                 TOTAL SHEETS:                  8             </td> </tr> </table>	DRAWING TITLE: COVER SHEET, LOCALITY PLAN SCHEDULE OF DRAWINGS AND GENERAL NOTES	PROJECT NO: PCE-23-010	SHEET NO: 011	TOTAL SHEETS: 8
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CITY OF GOLD COAST	COASTAL DEVELOPMENT APPROVALS	STATUS: APPROVAL	DATE: 10/01/2023																						

DTMR



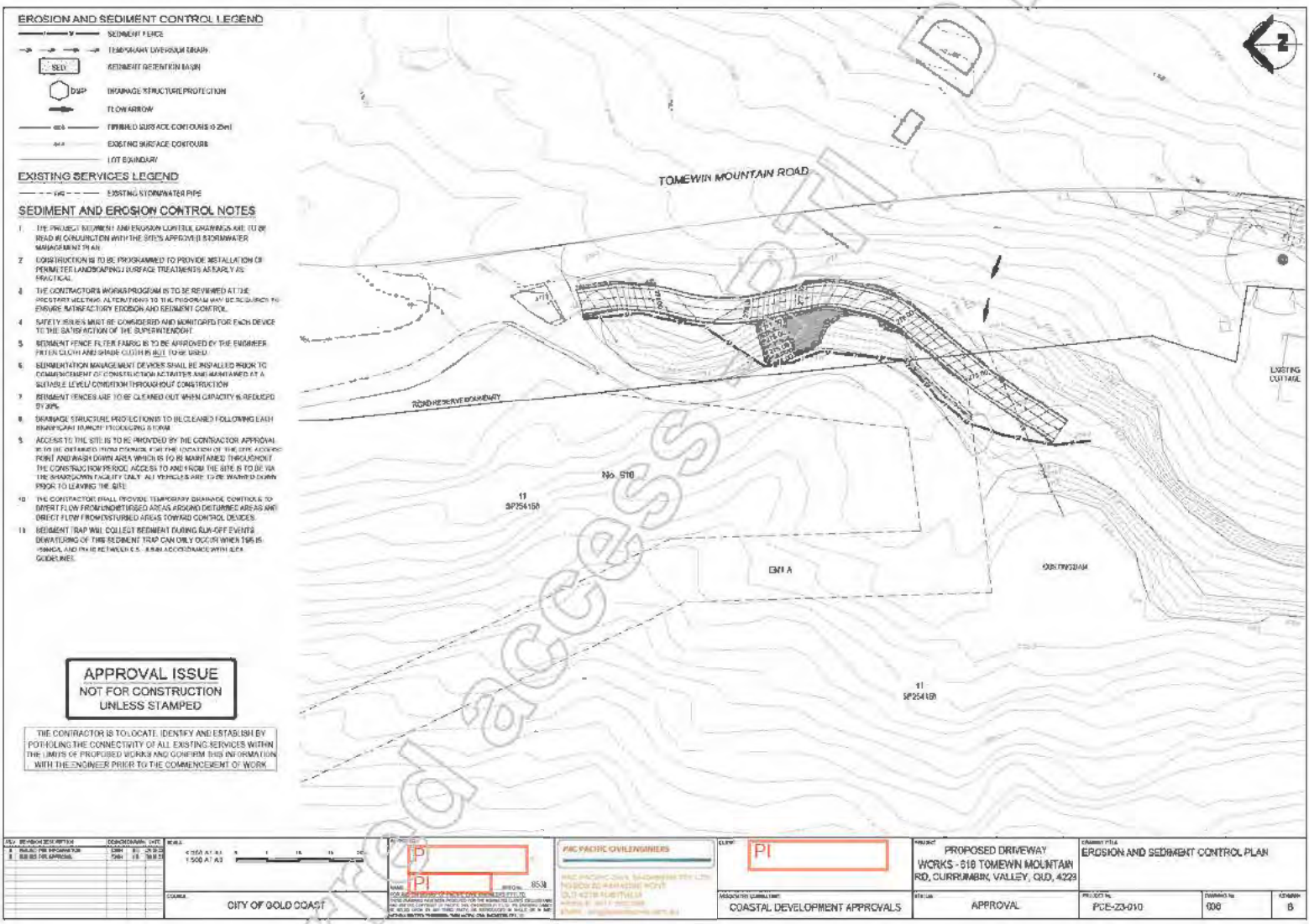
Deferred Access







DEFERRED ACCESS DTMR



- EROSION AND SEDIMENT CONTROL LEGEND**
- V — SEDIMENT FENCE
  - → → TEMPORARY DIVERSION GRASS
  - S&D SEDIMENT DETENTION BASIN
  - D&P DRAINAGE STRUCTURE PROTECTION
  - FLOW ARROW
  - 0.25 — TYPICAL SURFACE CONTOURS (0.25M)
  - 0.5 — EXISTING SURFACE CONTOURS
  - LOT BOUNDARY
- EXISTING SERVICES LEGEND**
- S&S — EXISTING STORMWATER PIPE

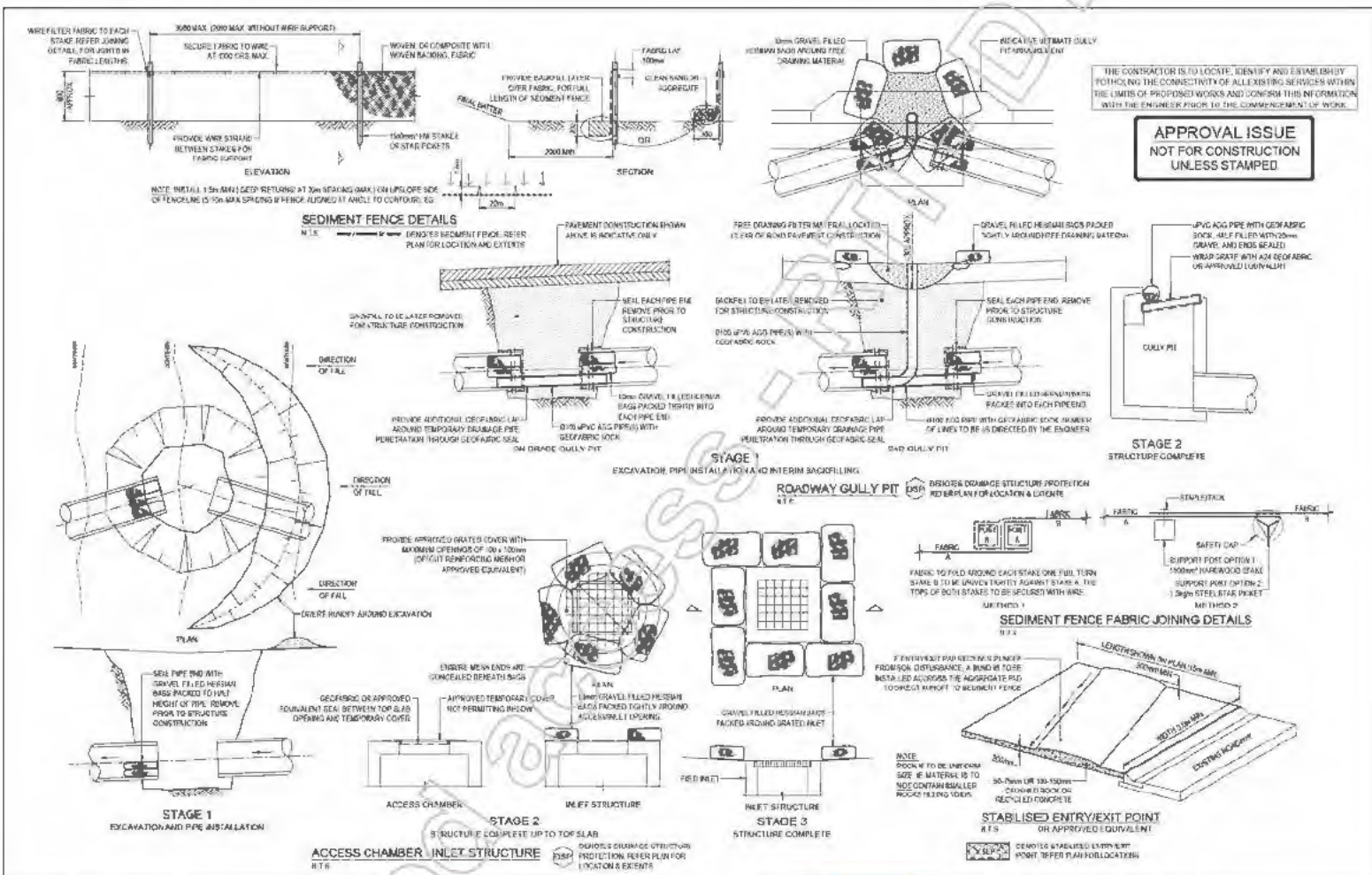
- SEDIMENT AND EROSION CONTROL NOTES**
1. THE PROJECT EROSION AND SEDIMENT CONTROL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SITE'S APPROVED STORMWATER MANAGEMENT PLAN.
  2. CONSTRUCTION IS TO BE PROGRAMMED TO PROVIDE INSTALLATION OF PERMITTED LANDSCAPING SURFACE TREATMENTS AS EARLY AS PRACTICAL.
  3. THE CONTRACTOR WORKS PROGRAM IS TO BE REVIEWED AT THE PROJECT MEETING ALTERNATIVES TO THE PROGRAM MAY BE DISCUSSED TO ENSURE SATISFACTORY EROSION AND SEDIMENT CONTROL.
  4. SAFETY SERIES MUST BE CONSIDERED AND MONITORED FOR EACH DEVICE TO THE SATISFACTION OF THE SUPERINTENDENT.
  5. SEDIMENT FENCE FILTER FABRIC IS TO BE APPROVED BY THE ENGINEER. FILTER CLOTH AND SHADE CLOTH IS TO BE USED.
  6. SEDIMENTATION MANAGEMENT DEVICES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES AND MAINTAINED AT A SUITABLE LEVEL THROUGHOUT CONSTRUCTION.
  7. RETENTION FENCES ARE TO BE CLEANED OUT WHEN CAPACITY IS REDUCED TO 50%.
  8. DRAINAGE STRUCTURE PROTECTIONS TO BE CLEANED FOLLOWING EACH REMARKABLE RAINFALL EXCEEDING 50MM.
  9. ACCESS TO THE SITE IS TO BE PROVIDED BY THE CONTRACTOR APPROVAL IN THE EROSION AND SEDIMENT CONTROL PLAN FOR THE LOCATION OF THE OFF-ROAD POINT AND WASH DOWN AREA WHICH IS TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. ACCESS TO AND FROM THE SITE IS TO BE VIA THE ROADWAY FACILITY ONLY. ALL VEHICLES ARE TO BE WASHED DOWN PRIOR TO LEAVING THE SITE.
  10. THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE CONTROLS TO DIVERT FLOW FROM UNDISTURBED AREAS AROUND DISTURBED AREAS AND DIRECT FLOW FROM UNDISTURBED AREAS TOWARD CONTROL DEVICES.
  11. SEDIMENT TRAP WILL COLLECT SEDIMENT FLUNG OFF-ROAD. DEWATERING OF THIS SEDIMENT TRAP CAN ONLY OCCUR WHEN 10% IS STABLE AND IN A 10% RETENTION C.S. AREA ACCORDANCE WITH AEA GUIDELINES.

**APPROVAL ISSUE  
NOT FOR CONSTRUCTION  
UNLESS STAMPED**

THE CONTRACTOR IS TO LOCATE, IDENTIFY AND ESTABLISH BY POT-HOLING THE CONNECTIVITY OF ALL EXISTING SERVICES WITHIN THE LIMITS OF PROPOSED WORKS AND CONFIRM THIS INFORMATION WITH THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

<p>DATE: 20/08/2024          DRAWN BY: [NAME]          CHECKED BY: [NAME]</p>	<p>SCALE: 1:500 AT A3          1:1000 AT A4</p>	<p>PROJECT: [NAME]          CLIENT: [NAME]</p>	<p>ENGINEER: [NAME]          REG. NO. [NUMBER]</p>	<p>PROJECT: PROPOSED DRIVEWAY WORKS - 618 TOMEWIN MOUNTAIN RD, CURRUMBIN VALLEY, QLD, 4223</p>	<p>CLIENT TITLE: EROSION AND SEDIMENT CONTROL PLAN</p>
<p>CITY OF GOLD COAST</p>		<p>COASTAL DEVELOPMENT APPROVALS</p>		<p>APPROVAL</p>	<p>PROJECT NO: FCE-23-010          DRAWING NO: 000          REVISION: B</p>

DEFERRED ACCESS



<p>DATE: 15/08/2024</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p>	<p>PROJECT: PROPOSED DRIVEWAY WORKS - 618 TOMEWYN MOUNTAIN RD, CURRUMBIN VALLEY, QLD, 4223</p> <p>REVISION: APPROVAL</p>	<p>CLIENT: CITY OF GOLD COAST</p> <p>PROJECT NO: PCE-23-910</p>	<p>ENGINEER: PNC PACIFIC CIVIL ENGINEERS</p> <p>PROJECT NO: PCE-23-910</p>	<p>DATE: 15/08/2024</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p>	<p>REVISION: APPROVAL</p> <p>DATE: 15/08/2024</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p>
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Defence

Deferred access - RTI - DTMR

## Minutes

### 618 Tomewin Mountain Road meeting

**Date** Thursday, 20 April 2023 **Time** 09:30 – 10:30AM  
**Place** Springbrook Room, TMR Office, Ground Floor, 36 Cotton Street, Nerang  
**Chair** [PI] Coastal Development Approvals Pty Ltd  
**Minute taker** Casandra Smith – Principal Advisor (Corridor and Land Management)

Attendees	Presence
Casandra Smith (CS) – Principal Advisor (Corridor and Land Management), TMR	Present
Nathan Bright (NB) – Principal Town Planner, TMR	Present
Mark Taylor (MT) – Town Planner, TMR	Present
[PI]	Present
[PI] Coastal Development Approvals Pty Ltd	Present
[PI] Schlencker Surveying (Qld) Pty Ltd	Present

#### Agenda item 1 Meeting introductions (JV)

- Seeking open and cooperative discussions between all parties with a view to [NR] and seeking direction on the current application for works within a road corridor.
- Taking a holistic approach entails discussion of the TMR access approval to Lot 9 - [PI] acknowledged CS's pre-meeting advice that any discussion on this matter should be referred to Norton Rose Fulbright and advised that any related discussions and plans at this meeting would be on a without prejudice basis.
- Noted that [PI] solicitor will be providing separate correspondence to Norton Rose Fulbright with respect to the adjoining Lot 9 access approval.
- CS introduced the TMR team to explain that she has oversight over most of the matters, however that a separate team (without her involvement) NB/MT have been managing the access application submitted for 618 Tomewin Mountain Road.

Not Relevant

Deferred access - RTI - DTMR

#### Agenda item 4 New access application for 618 Tomewin Mountain Road

##### Regarding:

Request for further information (RFI) about application for a permitted road access location and road access works (driveway) at 618 Tomewin Mountain Road, Currumbin Valley; TMR23-038827; 29/03/2023 (copy attached)

##### Discussion:

- That questions for TMR will need to be responded and directed to MT in this part of the meeting. As previously stated, a separate team was established to allow for independence and avoid any actual, potential or perceived conflicts of interest for the new access request. MT has been leading this application, an engineer (separate to other approvals) has been involved in the technical review and NB is providing oversight. (CS)
- TIA Information request was displayed on the screen by NB. (See Attachment 1.)



TIA - Information request - s52 and s33

- Presented "Figure 2 Site Traffic Management Rev 1 19/04/2023" demonstrating a key purpose of the application being to separate residential traffic from non-residential traffic, thereby significantly improving the safety and efficiency of both site traffic and the state transport corridor (Rev 2 figure attached, amended to reflect meeting discussions) (See Attachment 2.)



23CDA02 618 Tomewin Mtn Rd Site

- The proposed access tracks intersect the TMR corridor but establish a consolidated practical access point (618) for all farm traffic and the cottage traffic (PI)
- The (PI) offer to close the 628 practical access point due to traffic safety concerns at this location and seek TMR approval for permitted access tracks across TMR land as demonstrated in the figure. (PI)
- The alignment of the proposed access tracks has been determined by the topography of the land, utilising shallower gradients (noted by (PI) that this is safer for all traffic and emergency vehicles). BD tabled a surveyed plan with contours and spoke to the plan. (PI)
- TMR is not concerned with the access track within private land; TMR concern is limited to within the State-controlled road. (MT)
- Differentiation between a practical access location (IE. intersecting with road surface) and permitted road access location (IE. intersecting at property boundary). (MT)
- Acknowledged that the site traffic management figure rationalises practical access points to the SCR for 618 Tomewin Mountain Road which is supported by TMR. (MT)
- Acknowledged the rationale for the proposed permitted access points for 618 Tomewin Mountain Road (Lot 11). (MT)
- Suggested that the applicant prepare an amended proposal plan indicating all proposed permitted accesses. (MT)
- CS suggested that an additional locality plan be prepared to provide context to the rest of the site and frontage.
- Civil drawings required, particularly as the works are below the level of the road. (MT)
- TMR are not able to be involved in changes or negotiations regarding new easements between private property owners. (CS)

- CS provided clarification regarding the proposed closure of the access point to the Cottage. This closure of the access cannot prohibit access for 628 Tomewin Mountain Road (Lot 9) as that is an approved access point.
- The meeting then discussed the individual RFI items:
  1. Purpose – MT agreed that the tabled Site Traffic Management figure addresses this point.
  2. Amended Plan of Development – applicant to prepare per the meeting discussions.
  3. Consent of persons with an interest in the land – [PI] noted that the proposed road works benefit Lot 11 and do not impact on the existing Lot 9 access via Easement A. Lot 11 will be solely responsible for maintenance of the permitted access if the application is not co-submitted. On this basis Lot 9 consent is not required. Noted by MT that it is a TMR preference that any application involving shared access arrangements is co-submitted by the respective interested parties and agreed that the tabled site traffic management figure supports that Lot 9 consent is not necessarily required in this instance.
  4. Proposed use – noted by [PI] that the Council café approval conditions 12 parking spaces and that the capacity of the on-site parking area is greater than 20 spaces.
  5. Engineering drawings – BD noted that these will be prepared.
  6. Identification of native vegetation – advised by [PI] that no clearing within the road corridor is required or proposed.

#### Agenda item 5 Meeting outcomes

- [PI] to prepare a circulate meeting notes. TMR to review and provide comments as required.
- Compliance notices to be acknowledged by 24/04/2023. A formal response due 15/05/2023.
- BD to respond to the RFI in accordance with the matters agreed during the meeting.

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*The contents of this document may not have been approved and do not necessarily accurately reflect the views of the meeting participants or represent the adopted opinion or position of the Department of Transport and Main Roads.*

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**Attachment 1**

Deferred access - RTI - DTMR

Our ref TMR23-038827  
Your ref 13105  
Enquiries Mark Taylor

Department of  
**Transport and Main Roads**

29 March 2023

PI

Attention: PI

Dear Sir

**Request for further information about application for a permitted road access location and road access works (driveway) at 618 Tomewin Mountain Road, Currumbin Valley**

I refer to your application for a decision under section 62(1) of the *Transport Infrastructure Act 1994* (TIA) for access and approval under section 33(1) of the TIA for road access works received by the Department of Transport and Main Roads (the department) on 9 March 2023.

The applicant seeks approval of access and road access works between Currumbin Creek – Tomewin Road (locally referred to as Tomewin Mountain Road) and land described as Lot 11 on SP254156, in particular at Easement A on RP899604, for a commercial purpose. The department has carried out an initial review of the application materials and a site inspection by the relevant department officers undertaken on 21 March 2023 and requests that you provide the further information.

Should you require clarification or seek to arrange a meeting to discuss this information request please contact Mark Taylor, Town Planner (Corridor and Land Management) on (07) 5561 3823 or by email at [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au).

**1. Purpose**

Please provide further information with respect to the purpose/objective of the proposed road access and road access works, for the portion of which will be located within the State-controlled road and the benefit it provides, given there is an existing access location.

Please advise if the proposed new access as shown by the drawing titled Proposed Road Access (prepared by Schlencker Surveying, drawing number 13105-10, dated 9 March 2023) is as an interim or temporary arrangement, or confirm that the existing road access location and road access works are to be made redundant. The department

notes that it will likely only accept a singular access for within road area, with road area for either the existing or the proposed access to be remediated or revegetated upon finalisation of its use.

**Reason/s:**

Compliance with the principles and strategies contained within the Department of Transport and Main Roads' Road access policy (January 2023) can be met upon nominating a single location for access between Tomewin Mountain Road and Lot 11 on SP254156. In that regard and on the basis of road safety, the department is ordinarily not supportive of establishing multiple accesses for an individual property.

2. **Amended plan of development**

Please provide a plan of development illustrating any and all other existing or proposed vehicular accesses to the land to/from the State-controlled road corridor. The department notes there are at least one (1) other vehicular access to the land which is not be regularised and recognised with an approval.

You are invited to make an application that identifies and to regularise any other road access location/s. This is considering a decision of this current application for road access and road access works may ordinarily include that all, or all other, access between the road and the land is prohibited.

**Reason/s:**

Under a current Development Permit for Material Change of Use for a Café (Council reference OTH/2020/49), conditions of the permitted road access location (our reference TMR21-032154, dated 3 March 2021) and as currently in force for the land stipulate that direct access is prohibited between Tomewin Mountain Road and Lot 11 on SP254156 at any other location other than the permitted road access location as shown in the approved site plan.

The conditions included a decision under section 62A of the TIA, that includes the conditions, and is taken to be in force under section 62(1) of the TIA for the land. This prior decision notice is attached.

3. **Consent of persons with an interest in the land**

It is requested that this application be co-submitted between all parties with an interest in the land, including those benefited by the registered easement for access/right of way.

A written consent from all persons with a registered interest in the land ensures the department that:

- all persons have knowledge of the current application, and are in support of lodgement of the current application, and
- the approved access is adequately managed and maintained as a shared road access location.

**Reason/s:**

The existing, and proposed new access, appears to maintain a shared arrangement with the adjoining land formally described as Lot 9 on RP899604 via Easement A on RP899604. Should the proposed road access location be approved, the proponent must ensure that it does not restrict or arbitrarily deprive access to public land for all other persons with an interest in the land, including through the duration of any construction.

The department can advise that the proposed access would, if approved, be conditioned such that it is a shared access and is to be constructed to a stated standard, and maintained to the stated standard by all parties to this application at no cost to the department. Pursuant to requirements of the TIA, such conditions could only apply to the applicant/s of the application as made.

Section 53 of the TIA clarifies, for the subdivision 2 of the Act that:

land, adjacent to a State-controlled road, includes land that is not adjacent to the road but is benefited by an easement, registered under the *Land Title Act 1994*—

(a) that is over land that is adjacent to the road; and

(b) that starts at the boundary between the land mentioned in paragraph (a) and the road.

Under section 64 of the TIA, a decision under section 62(1) made on an application may include conditions that the applicant construct and/or maintain, pay for, or contribute to the cost of, maintaining stated road access works to a stated standard.

**4. Proposed use**

It is understood the existing access is currently approved and is associated with a Café, in addition to the existing residential use. The application forms identify the proposed access is for commercial use. Please confirm that overflow car parking associated with the approved development is not proposed to occur within road corridor.

**Reason/s:**

Under a current Development Permit for Material Change of Use for a Café (Council reference OTH/2020/49), the access relates to an area defined as for "*Existing Car Parking*". However, the works undertaken and/or proposed within road corridor may cause overflow car parking to preference use of the road corridor, which the department does not support.

**5. Engineering drawings**

The department have noted recent works that occurred within road corridor and that appear to relate to the proposed access. These works appear to namely involve earthwork, stormwater drainage, structural retaining works and vegetation clearing and/or tree trimming. The extent of works performed and the proximity to earth embankment supporting the State-controlled road is not necessarily clear. Furthermore, it is unclear that any further works are proposed within road corridor.

Please submit to the department engineering design and construction drawings certified by a Registered Professional Engineer of Queensland (RPEQ) for all works located within or impacting the State-controlled road which demonstrate (but is not limited to):

(a) the existing and proposed road access location;

- (b) plans and sections illustrating pre-existing and design surface and grades of the access;
- (c) the location of any roadside gullies, drainage infrastructure, street trees or public utilities that may affect design, grade or location of the new or changed access.

Engineering drawings are required to be provided prior to undertaking any works, including any road access works within the State-controlled road corridor.

**Reason/s:**

It is unclear whether existing and proposed road access works are to comply with departmental standards, and may otherwise compromise the State transport infrastructure. Where variations are sought to access standards and specifications, the department must ensure such variations and engineering design has been assessed and certified by a Registered Professional Engineer of Queensland. This is to ensure that the design for the works are fit for purpose and the works do not pose a safety hazard to users of the State-controlled road.

**6. Identification of native vegetation**

Identify the native vegetation within the State-controlled road that is or was intended to be removed to facilitate the road access works, and identify native vegetation to be protected as part of the road access works.

**Reason/s:**

Should this application be approved, the proponent will be required to provide written approval from the relevant State authority and/or local government for any native trees to be removed.

A road works approval does not give consent for native tree clearing and further approval/s may be required.

Deferred access RFP DMR

This department's assessment of your application will not recommence until you have provided a written response to the information request. If no response to sufficiently address the requested information is received within three (3) months from the date of this letter, the department may elect to complete its assessment of the application. Should further time be required, please advise.

After 3 months from the date of this letter and if a response is not received, the department may make a decision to approve the application with conditions, or to refuse the application, or to advise that the application is considered to have lapsed and/or is withdrawn.

Please note works for road access undertaken within a State-controlled road without written approval from the department is not permitted.

I look forward to a response being forwarded to the department in a timely manner so that the department can undertake a review and work with you towards achieving satisfactory outcomes for all parties involved.

If you would like to discuss this application, please contact Mark Taylor, Town Planner (Corridor and Land Management) on (07) 5561 3823 or by email at [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au).

Yours sincerely

Not Relevant

Frank Spinella  
Principal Advisor (Corridor and Land Management)

#### **Attachments**

Attachment A – Other reasons for the request for further information

Attachment B – Decision Notice – Permitted Road Access Location, reference TMR21-032154, dated 3 March 2021

## Attachment A

Other reasons for the request for further information:

1. The department's assessment of the application relied upon on the limited information made available and is relevant to the nominated major issues.

Under section 63(3) of the TIA, the department may, by written notice, ask an applicant for a decision under section 62(1) for further information needed to decide the application.

2. The safety of users, the efficiency and operational integrity of the road is the primary consideration for works in a State-controlled road. The construction, maintenance and operation of a proposed vehicular access must ensure that safety of users of the State-controlled road is maintained or improved.
3. The Department of Transport and Main Roads' *Vehicular access to State-controlled roads access policy, 2023* (the Road access policy) outlines state-wide principles which must be applied when making decisions relating to vehicular access between state-controlled roads and adjacent land. The Road access policy is made available at: <https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Vehicle-access-to-State-Controlled-Roads-policy>.

Principle 2, Strategy 3 of the Road access policy seeks to rationalise and reduce the number of accesses to State-controlled roads. This can be achieved either by directing access to local roads or where local road access is not available, the number of accesses are rationalised and consolidated to a single location.

4. The *Human Rights Act 2019* was considered when making the recommendations of this information request, ensuring that there are no impacts to human rights.

**Attachment B –**

Decision Notice – Permitted Road Access Location, reference TMR21-032154, dated 3 March 2021

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**Attachment 2**

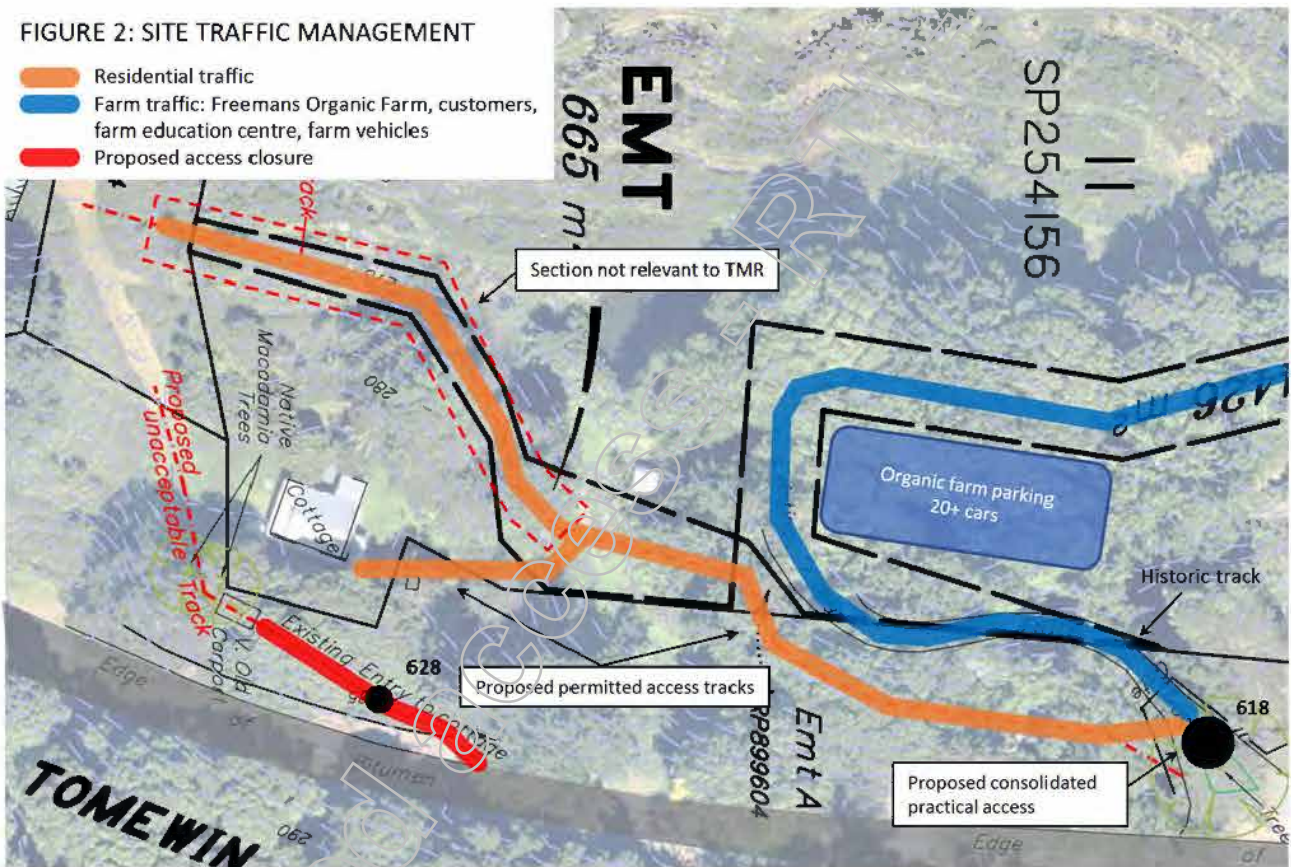
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FOR DISCUSSION WITHOUT PREJUDICE

DTMR

FIGURE 2: SITE TRAFFIC MANAGEMENT

- Residential traffic
- Farm traffic: Freemans Organic Farm, customers, farm education centre, farm vehicles
- Proposed access closure



N.B. Rev 2 figure reflects meeting on 20/04/2023

23CDA02 Rev 2 26/04/23



Deferred

**From:** [PI]  
**To:** [SCR Corridor and Land Management Inbox](#)  
**Cc:** [Frank A Spinella](#); [Mark L Taylor](#)  
**Subject:** Re: 23CDA02.04 / TMR23-038827 - 618 Tomewin Mtn Rd - applicant response to RFI  
**Date:** Friday, 16 February 2024 11:00:51 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[Outlook-gensosws.png](#)  
[Outlook-5l2vikki.png](#)

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Frank and Mark

Further to my email below.

Request for extension to RFI response period  
Due to the pressing response deadline (28 February 2024) we require additional time to prepare a full and proper response to the Department's RFI.

Subject to the meeting outcomes, the intended response will comprise:

1. Further detail regarding the purpose of the proposed access and how this furthers the purpose of the TMR access policy
2. Geotechnical report addressing stability and also profiling the natural ground level (pre-works).
3. Amended engineering drawings in response to RFI item 2
4. Engineer's response to item 3 stormwater management.
5. Advice regarding vegetation clearing - specifically noting that no clearing or damage has occurred or is required.

We request a full 3 month extension, however will endeavour to respond sooner if possible.

We trust this is satisfactory and look forward to the Department's confirmation of the extension request.

Meeting request

We are agreeable to alternative dates for the meeting (generally from 10am each day, excluding Wednesdays) according to TMR staff availability.

We are agreeable to additional TMR staff attending as relevant and to staff calling in by video conference if required.

Yours faithfully

Regards

[PI]

Director

[PI]

**From:** [PI]  
**Sent:** 16 February 2024 09:27  
**To:** Frank A Spinella <Frank.A.Spinella@tmr.qld.gov.au>; Mark L Taylor <Mark.L.Taylor@tmr.qld.gov.au>  
**Subject:** 23CDA02.04 / TMR23-038827 - 618 Tomewin Mtn Rd - applicant response to RFI

Good morning Frank and Mark

Mark, I have tried calling you to discuss prior to this email but you were not available.

We are progressing with a response to the Department's RFI of the 28/11/2023.

Due to the Christmas period and other factors the technical reports requested in the RFI are not yet available. Accordingly, we request an extension of 3 months to respond to the latest RFI.

Further, to assist our response we request a meeting at TMR office.

Preferred meeting times:

- Monday 19/02: from 12
- Tuesday 20/02: from 8
- Wednesday 21/02: N/A
- Thursday 22/02: from 8
- Friday 23/02: from 10

TMR: Frank and Mark

Client:

- [PI]
- [PI]
- [PI]@pacificcivils.com.au)

Agenda:

- RFI item 1 - purpose
- Proposed technical reporting and response strategy to remaining items

I look forward to your reply. I may be contacted on the below number if you wish to discuss first.

Regards

PI [Redacted] Director  
PI [Redacted]  
PI [Redacted]



---

**From:** Frank A Spinella <Frank.A.Spinella@tmr.qld.gov.au>  
**Sent:** 29 September 2023 09:52  
**To:** [Redacted]  
**Cc:** Mark L Taylor <Mark.L.Taylor@tmr.qld.gov.au>; SCR Corridor and Land Management Inbox <scr.calm@tmr.qld.gov.au>  
**Subject:** RE: 23CDA02.04 / TMR23-038827 - 618 Tomewin Mtn Rd - applicant response to RFI

Good Morning [Redacted]

I acknowledge receipt of the RFI for TMR23-038827.

Myself and Mark Taylor will review and respond in due time.

Should we require clarity or further input we will contact you directly.

*Regards*

***F. Spinella***

Principal Advisor (Corridor Management)  
Corridor and Land Management Team | South Coast Region | Gold Coast Office  
Program Delivery & Operations | Department of Transport and Main Roads

Ground Floor | Nerang – Gold Coast Office | 36 Cotton Street | Nerang Qld 4211

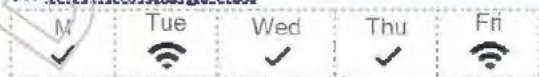
PO Box 442 | Nerang Qld 4211

P: (07) 5563 6510 | F: (07) 5563 6611

M [Redacted]

E: [frank.a.spinella@tmr.qld.gov.au](mailto:frank.a.spinella@tmr.qld.gov.au) | [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au)

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



**From:** Mark L Taylor <Mark.L.Taylor@tmr.qld.gov.au>  
**Sent:** Friday, 29 September 2023 9:04 AM  
**To:** Frank A Spinella <Frank.A.Spinella@tmr.qld.gov.au>  
**Subject:** Fw: 23CDA02.04 / TMR23-038827 - 618 Tomewin Mtn Rd - applicant response to RFI

FYI

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**From:** [PI]  
**Sent:** Thursday, 28 September 2023 4:29 PM  
**To:** SCR Corridor and Land Management Inbox <scr.calm@tmr.qld.gov.au>  
**Cc:** Mark L Taylor <Mark.L.Taylor@tmr.qld.gov.au>  
**Subject:** 23CDA02.04 / TMR23-038827 - 618 Tomewin Mtn Rd - applicant response to RFI

Hi Mark

Please find attached the applicant's response to TMR RFI TMR23-038827 dated 29/03/2023.

I trust all is in order. Please contact me directly should you have any further queries.

Yours faithfully

[PI] Director  
[PI]  
[PI]



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Deferred Access - RTI - DTMR

# Vehicular access to state-controlled roads policy

Management of access between adjacent land and state-controlled roads

2023



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Deferred access - RTM

# Document control

Date	Action	Revision summary / amendments
January 2023	Review	<ul style="list-style-type: none"><li>• Section 3: inclusion of limited access roads</li><li>• Section 5: Function, Principle 2, Strategy 3 – expand content</li><li>• Section 6: Design Criteria – amend and clarify content</li><li>• Section 7: Related documents – update references</li><li>• Section 8: Glossary of terms – update</li></ul>

Deferred access - RTI - DTPR

# Contents

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Deferred access - RTI - DTMR

# 1. Introduction

TMR is responsible for managing the safety and efficiency of the state-controlled roads (SCRs) network across Queensland. The *Vehicular access to state-controlled roads policy* (the policy) outlines statewide principles which will be applied by the Department of Transport and Main Roads (TMR) when making decisions relating to vehicular access between SCRs and adjacent land.

Under the *Transport Infrastructure Act 1994* (TIA), TMR can make decisions relating to the management of access between SCRs and adjacent land. Decisions on the management of access may relate to development applications, proposals for new or changed vehicular access, undertaking planning for future state transport infrastructure and safety audits.

## 2. Policy statement

TMR will apply the following principles when making a decision relating to the management of access between adjacent land a SCR:

- vehicular access must not compromise safety of the users of the SCR network or any other transport infrastructure
- vehicular access must be consistent with the functional requirements of the SCR
- vehicular access must be consistent with the current or planned intent for the road corridor and the SCR network.

## 3. TMR's role in managing vehicular access to SCRs

The SCR network is a system of roads of national and state significance. Roads of national and state significance are roads that provide direct, safe and efficient access to places of national and state significance. SCRs may also form part of public passenger transport and active transport networks.

Vehicular access to a SCR has a direct impact on the safety and the efficient function of the road network. Road safety research<sup>1</sup> indicates that there is a direct relationship between increased numbers of access locations, increased frequency of the use of access points, and increased crash rates. Unmanaged vehicular access onto the SCR network can also limit the network's ability to function efficiently which can have far-reaching economic impacts for Queensland and beyond.

As a result, TMR must balance the needs of interested parties to access land from the SCR with the broader community's need for the safe and efficient operation of the SCR network.

## 4. Applicability

TMR will apply the principles of this policy to all decisions on the management of vehicular accesses between SCRs and adjacent land, including:

- assessing applications made under TIA to construct a new vehicular access between land and a SCR
- assessing applications made under TIA to change an existing vehicular access between land and a SCR
- assessing development applications or a change application made under planning legislation involving constructing or changing a vehicular access
- assessing applications for mining and resources projects, including solar and wind farm developments

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<sup>1</sup> Brindle, Ray, 1998, *Relationship Between Accidents and Access Conditions*, ARB Transport Research Ltd. Research Report No. 320.

- providing advice on development applications made under planning legislation
- undertaking planning for future state transport infrastructure and upgrades of the SCR network including projects undertaken by TMR
- undertaking reviews of existing vehicular accesses to SCRs, for example, conducted as part of a safety audit.

This includes decisions relating to vehicular access to a limited access road, declared by TMR under the *Transport Infrastructure Act 1994*. Additional information about limited access roads is available at:

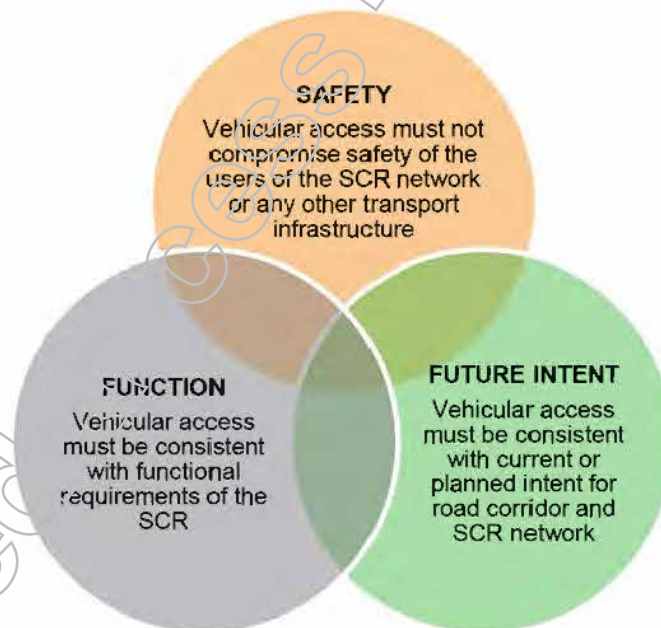
<https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Limited-access-roads-and-limited-access-policies>

The principles of this policy also apply to decisions relating to non-vehicular access to a SCR, for example, the use of an access by pedestrians.

## 5. Policy principles

This policy sets out three key principles that must be considered when making decisions related to vehicular access to SCRs. These policy principles are inter-dependant; fulfillment of one principle is linked to the fulfillment of the other two principles. Under each principle sits a set of strategies which provides further detail on how to achieve each principle. A proposal must demonstrate how it meets all three policy principles and all relevant strategies to comply with this policy.

The following diagram illustrates the inter-relationship between the three policy principles.



**Figure 1 The inter-relationship between the three policy principles**

## SAFETY

### Principle 1: Vehicular access must not compromise safety of the users of the SCR network or any other transport infrastructure

TMR regards safety as paramount in the road environment. TMR seeks to ensure adequate levels of safety for all users of the SCR network, including motorists, pedestrians and cyclists.

The condition of a road cannot be defined absolutely as being safe or unsafe. Rather, road safety is considered as a relative measure benchmarked against an existing condition or an acceptable risk threshold.

#### **Strategy 1 Vehicular access to SCRs will not be permitted if it significantly worsens road safety or results in an unacceptable impact to road safety.**

Vehicular access to a SCR will not be permitted at locations considered to be unsafe including, for example, near motorways and motorway on and off ramps, intersections, pedestrian crossings and bus stops.

#### **Strategy 2 Vehicular access to SCRs will not be permitted where it significantly worsens safety for users of other transport infrastructure.**

Other transport infrastructure includes rail, light rail, public passenger and active transport infrastructure. In terms of public passenger transport and active transport, new or changed vehicular access must not impede the ability of patrons, pedestrians and cyclists to safely access and use this infrastructure.

#### **Strategy 3 The safety of the users of the SCR network will be the primary consideration for all works in a SCR corridor.**

The construction, maintenance and operation of a vehicular access must ensure that the safety of the users of the SCR network is maintained or improved.

#### **Strategy 4 The planning and design of road infrastructure projects must make provision for the location and design of existing vehicular accesses to ensure there is no significant worsening of or unacceptable impact to road safety.**

In circumstances where a project identifies there is the potential for significant worsening of road safety, measures must be undertaken to avoid, manage or mitigate the issue. This may include relocating, modifying or removing the existing vehicular access.

## FUNCTION

### Principle 2: Vehicular access must be consistent with the functional requirements of the SCR

The primary function of most SCRs is to provide efficient routes for through-traffic including road freight vehicles. Additional vehicular access points or poorly located vehicular access points can compromise the through-traffic carrying function of SCRs. SCRs can also function as public transport or active transport spines and vehicular access should be designed and constructed to be consistent with this function where applicable.

**Strategy 1** Vehicular access to SCRs will not be permitted on higher order roads such as motorways and limited access roads, except where specified in a limited access road policy.

**Strategy 2** Vehicular access to SCRs will not be permitted where access can be feasibly obtained from a local road.

Vehicular access must be from a local road where a feasible alternative to SCR access exists. Where safe access to the local road network is not feasible, access may be permitted if sufficient justification is provided and the vehicular access is located and designed to minimise any impacts.

**Strategy 3** The number of access points to a SCR will be minimised to ensure the through traffic carrying function of the road is maintained.

The preferred options for managing multiple access points to a SCR are to consolidate vehicular accesses, redirect access via a service road, or to construct shared access for adjoining properties. Where appropriate, development involving any new or extended local road networks should also make provision for future connectivity to adjacent land and/or local road corridors (such as the provision of road stubs).

**Strategy 4** Vehicular access to SCRs must not compromise the public passenger transport or active transport function of the SCR.

Vehicular access must not impede the efficient operation of public passenger transport and active transport networks. Any new or changed vehicular access must be designed and constructed to minimise conflict points with public transport vehicles, pedestrians and cyclists.

## FUTURE INTENT

### Principle 3: Vehicular access must be consistent with the current or planned intent for the road corridor and the SCR network

The Queensland Government makes a significant investment in the transport network, including the road network. TMR plans for, and manages, infrastructure and roads to ensure the transport network continues to support economic growth and keep our communities connected to employment, recreational opportunities, health, education and other essential services. Vehicular access decisions need to consider this investment and ensure that the state's ability to deliver in the future is not compromised.

#### **Strategy 1 Vehicular access must not impede the operation of existing transport infrastructure or the delivery of planned corridor improvements.**

Planned corridor improvements include road widening, bus infrastructure (including bus stops), turning lanes, footpaths, and cycle routes.

#### **Strategy 2 Vehicular access must not impede the delivery of planned upgrades to the SCR network.**

Planned upgrades include extensions, upgrades or duplication of SCRs.

#### **Strategy 3 The standard of vehicular access works must ensure the configuration of the SCR frontage is consistent with the current or documented intended form of the SCR corridor.**

Any new or changed vehicular access must be designed and constructed to enable the continuity of:

- a. footpaths and cycling infrastructure along the frontage
- b. drainage (kerb and channel, stormwater infrastructure and so on) along the frontage
- c. public utility plants (electricity, gas, telecommunications, water and sewerage infrastructure) along the frontage
- d. noise barriers.

## 6. Design Criteria

A new or changed access must comply with TMR standard drawings for access and Normal Design Domain (NDD) criteria specified in the Road Planning and Design Manual, 2nd Edition. Where a design cannot meet NDD criteria, design proposals are subject to TMR written approval. Extended Design Domain (EDD) and Design Exceptions will not be permitted without written approval from TMR.

Applicants are encouraged to have early discussions with TMR regional office development assessment teams.

Regional office contact details are available at: <https://www.qld.gov.au/transport/contacts/roads>.

## 7. Related documents

- *Transport Infrastructure Act 1994*
  - section 24 declaration of SCRs
  - section 33 road access works approval
  - sections 54-61 limited access roads
  - section 62 road access location approval
  - sections 72-74 compensation provisions
- Department of Transport and Main Roads, *Road Planning and Design Manual, 2<sup>nd</sup> Edition* (available at: <https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Road-planning-and-design-manual-2nd-edition>)
- Department of Transport and Main Roads, *Guide to Traffic Impact Assessment* (available at: <https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Guide-to-Traffic-Impact-Assessment>)
- Department of Transport and Main Roads, *Approved Planning Policy*, (available at: <https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Planning-and-development-assessment-under-the-Planning-Act/Approved-Planning-Policy>) Austroads, *Austroads Guide to Road* (available at: <https://austroads.com.au/publications/road-design/agrd-set>)
- Austroads, *Austroads Guide to Traffic Management* (available at: <https://austroads.com.au/publications/traffic-management/agtm-set>)
- Department of Transport and Main Roads, Limited access roads and limited access policies (available at: <https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Limited-access-roads-and-limited-access-policies>)
- Department of Transport and Main Roads, Approved Planning Policy (available at: <https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Planning-and-development-assessment-under-the-Planning-Act/Approved-Planning-Policy>)
- Department of State Development, Infrastructure, Local Government and Planning, State Development Assessment Provisions, State code 1: Development in a state-controlled road environment (available at: <https://planning.statedevelopment.qld.gov.au/planning-framework/state-assessment-and-referral-agency/state-development-assessment-provisions-sdap>)

## 8. Glossary of Terms

Term	Meaning
<b>active transport infrastructure</b>	means infrastructure for use in connection with active transport, including, for example, the following - <ul style="list-style-type: none"> <li>(a) a path or walkway for use by pedestrians</li> <li>(b) a path, lane or other infrastructure for use by cyclists</li> <li>(c) a device or facility designed and constructed for parking bicycles</li> <li>(d) an end of trip facility.</li> </ul> (see section 8A(3) of the <i>Transport Planning and Coordination Act 1994</i> )
<b>corridor</b>	describes the land within a state-controlled road. That is, unless otherwise specified in a declaration, the width of a corridor through a state reserve, state forest, timber reserve, vacant state land or pastoral holding is 30 metres each side of the centre line of the trafficked route.

Term	Meaning
	(see s24(5), <i>Transport Infrastructure Act 1994</i> )
<b>crash</b>	<p>includes -</p> <ol style="list-style-type: none"> <li>1. (a) a collision between 2 or more vehicles, or</li> <li>2. (b) another accident or incident involving a vehicle in which a person is killed or injured, property is damaged, or an animal in someone's charge is killed or injured.</li> </ol> <p>(see schedule 5 of <i>Transport Operations (Road Use Management - Road Rules) Regulation 2009</i>)</p>
<b>limited access road (LARs)</b>	means a state-controlled road, or part of a state-controlled road, declared to be a limited access road under section 54 of the <i>Transport Infrastructure Act 1994</i> .
<b>local government road</b>	<p>a road that is under the control of a local government.</p> <p>(see <i>Transport Infrastructure Act 1994</i>, schedule 6)</p>
<b>new or changed vehicular access</b>	<p>between premises and a road or state transport corridor, means -</p> <ol style="list-style-type: none"> <li>(a) the use of a new location as a relevant vehicular access between the premises and the road or corridor, or</li> <li>(b) the construction of a new relevant vehicular access between the premises and the road or corridor, or</li> <li>(c) the extension of an existing relevant vehicular access between the premises and the road or corridor, or</li> </ol> <p><i>Example for paragraph (c) - widening a driveway to allow access by a wide-turning vehicle</i></p> <ol style="list-style-type: none"> <li>(d) an increase in the number of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor or</li> <li>(e) a change in the type of vehicles regularly using an existing relevant vehicular access between the premises and the road or corridor.</li> </ol> <p>(see Schedule 24 of the <i>Planning Regulation 2017</i>)</p>
<b>planned upgrade</b>	<p>Defined in the State Development Assessment Provisions (SDAP) as:</p> <p>an extension, upgrade, or duplication of state transport infrastructure or transport networks for which affected land has been identified:</p> <ol style="list-style-type: none"> <li>1. in a publicly available government document, or</li> <li>2. in written advice to affected land owners.</li> </ol> <p>Government documents are Commonwealth, state or local government documents that include a statement of intent for, or a commitment to, a planning outcome or infrastructure provision.</p> <p>(see SDAP glossary of terms)</p>
<b>premises</b>	<p>means -</p> <ol style="list-style-type: none"> <li>(a) a building or other structure; or</li> <li>(b) land, whether or not a building or other structure is on the land.</li> </ol> <p>(see the <i>Planning Act 2016</i>, schedule 2)</p>
<b>public passenger service</b>	<p>means a service for the carriage of passengers if:</p> <ol style="list-style-type: none"> <li>1. the service is provided for fare or other consideration, or</li> </ol>

Term	Meaning
	<p>2. the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees), or</p> <p>3. the service is a courtesy or community transport service, and</p> <p>4. includes a driver service and a service for the administration of taxi services, but does not include a service excluded from the <i>Transport Operations (Passenger Transport) Act 1994</i> by a regulation.</p> <p>(see schedule 3 of the <i>Transport Operations (Passenger Transport) Act 1994</i>)</p>
<b>public passenger transport infrastructure</b>	<p>means infrastructure for, or associated with, the provision of public passenger transport, including, but not limited to:</p> <ol style="list-style-type: none"> <li>1. a transit terminal for public passenger services (for example, an airport terminal, a coach terminal, a cruise ship terminal), or</li> <li>2. a ferry terminal, jetty, pontoon or landing for ferry services, or</li> <li>3. a bus stop, bus shelter, bus station or bus lay-by, or</li> <li>4. a busway station, or</li> <li>5. a light rail station, or</li> <li>6. a taxi rank, limousine rank or limousine standing area, or</li> <li>7. a railway station, or</li> <li>8. vehicle parking and set-down facilities, or</li> <li>9. pedestrian and bicycle paths and bicycle facilities, or</li> <li>10. a road on which a public passenger transport service operates.</li> </ol> <p>(see section 3 of the <i>Transport Planning and Coordination Act 1994</i>)</p>
<b>public utility plant (PUP)</b>	<p>means plant permitted under another Act or a Commonwealth Act to be on a road.</p> <p><i>plant</i> includes any of the following -</p> <ol style="list-style-type: none"> <li>(a) a conduit or cable</li> <li>(b) an electrical installation under the <i>Electricity Act 1994</i></li> <li>(c) an overhead conveyor</li> <li>(d) a pipeline</li> <li>(e) a pole</li> <li>(f) a railway, monorail or tramway</li> <li>(g) a telecommunications plant</li> <li>(h) a viaduct or aqueduct</li> <li>(i) a water channel.</li> </ol> <p>(see schedule 6 of the <i>Transport Infrastructure Act 1994</i>)</p>
<b>road safety audit</b>	<p>a formal examination of a future road or traffic project, in which an independent, qualified person reports on its potential safety hazards and identifies remedial measures.</p> <p>(see Department of Transport and Main Roads, <i>Guide to Traffic Impact Assessment</i>)</p>
<b>Road Planning and Design Manual (RPDM)</b>	<p>is the primary technical reference document for the planning and design of roads. It refers designers to the relevant Austroads publications for technical requirements, and outlines where Queensland Department of Transport and Main Roads practice supplements or differs from the Austroads guides.</p>

Term	Meaning
	(available at : <a href="https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Road-planning-and-design-manual-2nd-edition">https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Road-planning-and-design-manual-2nd-edition</a> )
<b>significantly worsened</b>	<p>is defined as a change to the level of safety risk. Safety risk is considered in terms of changes in:</p> <ul style="list-style-type: none"> <li>• likelihood – how often an event or situation is expected to take place, and</li> <li>• consequence – the effect, result, or outcome of something occurring.</li> </ul> <p>The likelihood and consequence of an incident occurring is scored on a risk matrix to produce a risk score which indicates the level of safety risk (such as low, medium and high). A change, for example, in a level of safety risk from low to medium would be considered a significant worsening of safety.</p>
<b>state-controlled road (SCR)</b>	a road or land, or part of a road or land declared under section 24 of the <i>Transport Infrastructure Act 1994</i> .
<b>road stub</b>	is a 'dead end' road which is terminated at the boundary line of a property, and may be extended at a later date to provide access to abutting land or a road.
<b>TIA</b>	<i>Transport Infrastructure Act 1994</i> .
<b>transport infrastructure</b>	<p>means -</p> <ul style="list-style-type: none"> <li>(a) active transport infrastructure as defined under the Transport Planning Act, section 8A(3), or</li> <li>(b) air transport infrastructure, or</li> <li>(c) busway transport infrastructure, or</li> <li>(d) light rail transport infrastructure, or</li> <li>(e) miscellaneous transport infrastructure as defined under the Transport Infrastructure Act, section 416, or</li> <li>(f) other rail infrastructure, or</li> <li>(g) public marine transport infrastructure as defined under the Transport Infrastructure Act, schedule 6, or</li> <li>(h) public passenger transport infrastructure as defined under the Transport Planning Act, schedule 1, or</li> <li>(i) rail transport infrastructure, or</li> <li>(j) a road on state toll road corridor land, or</li> <li>(k) a state-controlled road.</li> </ul> <p>(see schedule 24 of the <i>Planning Regulation 2017</i>)</p>
<b>unacceptable impact to road safety</b>	means an increase in the likelihood or severity of crashes with the potential to result in fatality or serious injury.
<b>vehicle</b>	<p>includes -</p> <ul style="list-style-type: none"> <li>(a) a motor vehicle, trailer and tram, and</li> <li>(b) a bicycle, and</li> <li>(c) an animal-drawn vehicle, and an animal that is being ridden or drawing a vehicle, and</li> <li>(d) a combination.</li> </ul>

Term	Meaning
	<p>but does not include a wheelchair, a train, a wheeled recreational device, a wheeled toy or a personal mobility device.</p> <p>Motor vehicle includes, but is not limited to, a car, motorbike, bus, commercial vehicle, heavy vehicle, public passenger vehicle, road train, truck, tractor, agricultural vehicle and electric vehicle.</p>
<b>vehicular access</b>	<p>refers to the means of entry or exit for traffic between the boundary of the premise and the traffic lanes for the use of vehicles; example - driveway.</p> <p>All new or changed access between adjacent land and state-controlled roads requires approval under the Transport Infrastructure Act 1994.</p>
<b>vehicular access works</b>	<p>refers to any necessary road works within a road corridor associated with a vehicular access.</p>

Deferred access - RTI - DMR

## Minutes: 618 Tomewin Mountain Road meeting

**Date** Thursday, 29 February 2024 **Time** 13:00-14:00  
**Place** Springbrook Room, TMR Office, Ground Floor, 36 Cotton Street, Nerang  
**Chair** Frank Spinella (FS) – Principal Advisor (Corridor Management), TMR  
**Minute taker** PI Coastal Development Approvals Pty Ltd

### Attendees

	<b>Presence</b>
Frank Spinella (FS) – Principal Advisor (Corridor Management), TMR	Present
Nathan Bright (NB) – Principal Town Planner, TMR	Present
Mark Taylor (MT) – Town Planner, TMR	Present
Susan Brown (SB) – Senior Town Planner, TMR	Present
Sumin Shrestha (SS) – Senior Engineer (Civil), TMR	Present by video conference
Trevor Greene (TG) – Senior Advisor, TMR	Present by video conference
PI	Present
PI Coastal Development Approvals Pty Ltd	Present
PI Pacific Civil Engineering	Present

### Agenda item 1 Meeting introductions (JV)

- General introductions around the table.
- FS advised that he and MT would be transitioning to a different team and that TG and SB would assume management of the relevant files and applications.
- PI noted that correspondence from TMR was still being sent through the previous consultant (Schlenckner Surveying Qld (SSQ)) and requested that all future correspondence be sent via Coastal Development Approvals Pty Ltd. Confirmed by PI that SSQ are no longer associated with the applications. Acknowledged by SB.

### Agenda item 2 Further detail regarding the purpose of the proposed access and how this furthers the purpose of the TMR access policy

- FS advised that RFI Item 1 (purpose) should be addressed first prior to any technical reporting to respond to the remaining matters. FS also confirmed that Item 1 (purpose) is still outstanding and needs to be sufficiently addressed first, before proceeding with the technical reports and other matters contained within the Request for Further Information (RFI) correspondence (letter 1, prepared by DTMR dated 29.03.23 and letter 2: prepared by DTMR, dated 28.11.23 attached).
- PI noted that the purpose of the access had been addressed in the previous meeting with TMR and documented in the minutes (held on 20 April 2023, minutes attached). Readdressed the purpose of the access application and that it was logical and desirable from a traffic perspective to separate residential traffic from commercial traffic associated with the farm and café.
- MT sought confirmation the proposal is for access to the cottage as was not clearly demonstrated in current proposal plans.



- PI further noted as owner and landlord to the cottage tenants PI does not want the cottage tenants to continue using the access at 628 Tomewin Mountain (TM) Road as he had received engineering specialist advice that the access was unsafe due to safety / insufficient sight safety distance and geometry limitations. PI stated that his Traffic Engineering Report indicated there are legitimate and compelling concerns that require his tenants to continue that access renders him and TMR potentially liable should an accident occur. Therefore, his intention is to close the access at 628 TM Road. Furthermore, the permitted access could also provide a more direct access route for the adjoining Lot 9 RP8996604 to TM Road, subject to future agreement with the adjoining owner.
- Note: The attending TMR officers are unaware of this report as the report has not been submitted as part of this application.
- FS commented that RFI Item 1 (purpose) still hasn't been addressed as part of the RFI response and recommended item 1 is addressed in full before proceeding further with any detailed design and investigations.

### Agenda item 3 Geotechnical report addressing stability and also profiling the natural ground level (pre-works)

- CH suggested a minimum two DCP bore hole tests should be sufficient to verify fill depth and natural ground profile.
- FS queried whether 2 holes would be sufficient as there is a 60m length within the road reserve. CH advised that the geotechnical engineers would advise on the required number to ensure adequate data obtained from the testing for to determine the extents and depth of fill and treatment for the stabilisation of the fill and any other associated slope.
- PI noted that only 20m of the 60m length has had fill placed and that the balance length has been in situ for 100 years (no other work undertaken). No cut works have taken place, only fill. Further, no vegetation clearing has occurred.
- PI further noted that the fill material was placed by TMR contractors following works within TM Road.
- FS advised that the attending TMR officers couldn't comment on the placement of the fill in this area.

### Agenda item 4 Amended engineering drawings in response to RFI item 2 Amended engineering drawings

- FS – access must be constructed and maintained to TMR standards. May require 2 coat seal to a minimum length of 10m from the road edge along the centreline of the proposed access road (may require more). Swept path analysis may inform the extent of seal required.
- PI noted that the application is for a permitted access only that is, connection to the existing access and is not for a practical access application as this is already established.
- FS – stated access will need to be reassessed and reviewed as a changed access with the proposed use, which includes review against the current standards.
- MT discussed consideration of wayfinding and how the applicant would practically separate residential traffic from commercial traffic associated with the farm and café and how driver legibility will be achieved.
- PI responded that this is easily addressed by signage.
- SS requested long sections and cross sections should give TMR a clearer indication of what is occurring on site with the access.
- SS advised (pre-existing and the new/proposed details to be clearly shown).
- Discussion on the location of the existing headwall and where it was located with respect to the TMR boundary. FS requested confirmation of its location within private property by site survey.



**Agenda item 5 Engineer's response to item 3 stormwater management**

- FS noted that the 225mm pipes noted on the existing plans are not to TMR standards – 375mm is the minimum. Detailed stormwater assessment to be undertaken and as a minimum, TMR standards are to be complied with. This assessment and a drainage strategy could potentially identify a requirement for larger pipes for the proposed/existing works.
- PI noted his observations that only a trickle of water fed into his property during the recent heavy rain. CH spoke to the local flow characteristics.

**Agenda item 6 Advice regarding vegetation clearing - specifically noting that no clearing or damage has occurred or is required**

- PI advised the works did not involve any vegetation clearing or damage and that no soil has been disturbed on the road batter.
- FS queried how to justify?
- MT advised that a written statement from PI would suffice (refer details in RFI letter 1, prepared by DTMR dated 29.03.23 and letter 2: prepared by DTMR, dated 28.11.23 attached).

**Agenda item 7 Meeting outcomes**

- PI to prepare and circulate meeting notes. TMR to review and provide comments as required.

**Meeting Actions**

- FS recommended that RFI Item 1 (purpose of access proposal) still hasn't been addressed as part of the RFI response and recommended item 1 be addressed in full before proceeding further with any detailed design and investigations.
- SS suggested organising a further site inspection, particularly to familiarise the new project members to the site. Requested that adequate line markers / pegs be in place to verify the TMR boundary PI advised that he gave approval for site inspection on his property as long he was contacted prior to inspection.

**Attachments:**

1. Meeting Minutes dated 20 April 2023.
2. Request for further information (RFI), prepared by DTMR, dated 29 March 2023, TMR reference: TMR23-038827, applicant reference: 13105.
3. Requested for further information (RFI), prepared by DTMR dated 28 November 2023, TMR reference: TMR23-038827, applicant reference: 13105.

PI

PI Coastal Development Approvals Pty Ltd

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**From:** [PI]  
**To:** SCR Corridor and Land Management Inbox  
**Cc:** Susan V Brown; [PI]  
**Subject:** Re: (TMR23-038827) 23CDA02 - [PI] - TMR Review of Meeting Minutes for Meeting 29.02.24  
**Date:** Tuesday, 28 May 2024 3:40:54 PM  
**Attachments:** Outlook-v0cn0ggc.png  
image001.jpg  
Outlook-m11cnhs.png  
Meeting Minutes 240229 - 618 Tomewin Mourtain Road Signed.pdf  
Attachment 2 - RFI dated 29 Mar 23.pdf  
Attachment 1 - Meeting minutes 20 April 2023 - 618 Tomewin Mountain Road.pdf  
Attach 3 23GCT0052 LT01 B - FINAL.pdf

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Attention: Susan Brown

Please find attached a copy of the signed minutes from 29/02/2024.

In follow-up to the minutes:

- Please confirm that Agenda Item 2 "Purpose" has been satisfactorily addressed in principle as detailed in the agreed minutes, or otherwise please identify what other information TMR requires to address this item.
- A copy of the referred traffic engineering report relating to sight safety is attached hereto (Attach 3).
- Contact the undersigned to arrange an on-site meeting per the meeting actions.

With reference to the DTMR RFI dated 28 November 2023, TMR reference: TMR23-038827, we hereby seek an extension of three months to facilitate the meeting actions and allow a reasonable timeframe for subsequent technical reporting to be carried out.

We await your agreement and further advice.

Regards

[PI] Director

[PI]

[PI]



---

**From:** SCR Corridor and Land Management Inbox <scr.calm@tmr.qld.gov.au>

**Sent:** 09 May 2024 15:12

**To:** [PI]

**Subject:** RE: (TMR23-038827) 23CDA02 - [PI] - TMR Review of Meeting Minutes for Meeting 29.02.24

Good afternoon [PI]

Thank you for your time in recording the meeting minutes for the meeting that was held on 29 February 2024

Please see attached TMR edits of meeting minutes for your review (with relevant attachments).

Looking forward to hearing from you to finalise the minutes.

If you could please send any further emails through [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au), it would be appreciated as this inbox gets managed daily and your correspondence can be picked up for team action.

Thank you.

Kind Regards,

**Susan Brown**

Senior Town Planner (Corridor and Land Management – Project Planning, Land and Corridor Management) | Gold Coast Region

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division

**Department of Transport and Main Roads**

*Transport and Main Roads offers flexible work arrangements for staff. I am sending this message now because it suits my working arrangements. I don't expect you to read, action or respond out of your normal work hours.*

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P: 07 5451 7058

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GPO Box 442 | Nerang Qld 4211

[susan.v.brown@tmr.qld.gov.au](mailto:susan.v.brown@tmr.qld.gov.au)

[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Discover the story on the ['Travelling by Glimbaa'](#) artwork included in our Acknowledgment statement above.

---

**From:** [PI]  
**Sent:** Tuesday, April 16, 2024 10:47 AM  
**To:** Frank A Spinella <[Frank.A.Spinella@tmr.qld.gov.au](mailto:Frank.A.Spinella@tmr.qld.gov.au)>; Susan V Brown <[Susan.V.Brown@tmr.qld.gov.au](mailto:Susan.V.Brown@tmr.qld.gov.au)>  
**Subject:** 23CDA02 - [PI] Meeting Minutes

Hi Frank and Susan

Apologies for the delay in circulating these minutes. Please review and reply with any comments.

Regards

[PI] Director

[PI]

[PI]



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Deferred access - RTI - DTPMR

**From:** [PI]  
**To:** SCR Corridor and Land Management Inbox  
**Cc:** Mark L Taylor [PI]  
**Subject:** Re: 23CDA02 / TMR23-038827 - RFI interim response for review  
**Date:** Thursday, 25 July 2024 8:44:28 AM  
**Attachments:** Outlook-o2vqpkrl.png  
image.png  
Outlook-qvo4oz2y.png  
TIA - Information request - s62 and s33\_4.pdf

Hi Mark, we are still waiting on your response / advice to this email.

Regards

[PI] Director  
[PI]  
[PI]



**From:** [PI]  
**Sent:** 12 July 2024 14:42  
**To:** SCR Corridor and Land Management Inbox <scr.calm@tmr.qd.gov.au>  
**Cc:** Mark L Taylor <Mark.L.Taylor@tmr.qld.gov.au> [PI]  
**Subject:** 23CDA02 / TMR23-038827 - RFI interim response for review

Attention Mark Taylor

Further to the recent site visit to discuss access application, we provide the following follow-up response and advice. Prior to formally responding to the recent RFI, we seek the Department's consideration as follows.

#### 1. Purpose

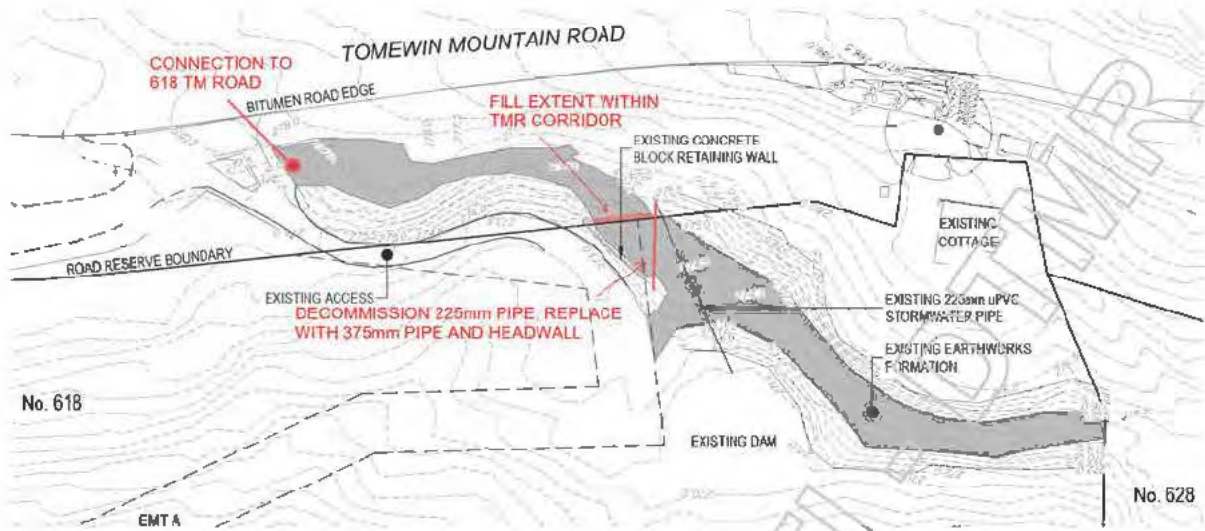
The purpose of the application is to provide a separate and safe to the existing cottage within Lot 11, as marked on the PCE civil plans. In particular, our independent traffic advice is that the existing access at 628 Tomewin Mountain Road is not to standard for either access geometry or safe site distance. We refer in this regard to the traffic report by TTM, as previously emailed to TMR. Therefore, it is proposed to connect to the approved access location at 618 Tomewin Mountain Road, utilising a historic farm access route which constitutes the route depicted on the application civil drawings.

#### Amended engineering drawings

- a. The civil drawings will be notated as requested.
  - b. As demonstrated during the site visit, the application does not involve a crossover to the constructed road pavement, but only connects to the existing access. The proposed pavement finish is indicated on submitted sheet PCE-23-010-003 Rev B.
  - c. No damage or clearing of vegetation has occurred or is proposed.
  - d. Bulk earthworks - as demonstrated on-site, the majority of the proposed access route is existing surface level with only 1m of fill placed at the property end of the route. The area of fill will be marked on the amended civil plans. However, we seek the Department's confirmation that geotechnical assessment is not warranted in this instance. Proposed works do not involve any cut or fill, but only surface grading and placement of road base as indicated in the civil drawings.
  - e. Longitudinal plan sections to be amended.
  - f. Sight distance assessment: as the proposal is to connect to an existing approved access, sight distance assessment is not warranted in the current application.
  - g. Swept path assessment: the design vehicle is the B99. Swept path assessment is recommended as not warranted in this instance as the proposed access is sufficiently wide and does not have acute angles for manoeuvring.
2. Stormwater management: the applicant is agreeable to replacing the existing 225mm pipe with a 375mm pipe, to TMR minimum standards. During the site visit, it was observed that the pipe receives flow from an existing 375mm pipe discharge immediately above the subject site. In this instance, it is recommended that stormwater assessment is not required as the inlet pipe will be the same diameter as the upstream discharge site.

Route consideration

We are considering TMR advice regarding route options between the cottage and the access corridor and will provide further submission in due course.



Regards

PI [Redacted] Director  
PI [Redacted]  
PI [Redacted]



Deferred access RTI



Queensland  
Government

Our ref TMR23-038827  
Your ref 13105  
Enquiries Mark Taylor

Department of  
Transport and Main Roads

28 November 2023

PI

Attention:

PI

Dear Sir

**Request for further information about application for a permitted road access location and road access works (driveway) at 618 Tomewin Mountain Road, Currumbin Valley**

I refer to your application for a decision under section 62(1) of the *Transport Infrastructure Act 1994* (TIA) for access and approval under section 33(1) of the TIA for road access works received by the Department of Transport and Main Roads (the department) on 9 March 2023, and the response to the department's prior request for further information on 28 September 2023.

The department has carried out a review of the application materials and in particular the response to the information request and requests that you provide further information.

Should you require clarification or seek to arrange a meeting to discuss this information request please contact Mark Taylor, Town Planner (Corridor and Land Management) on (07) 5561 3823 or by email at [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au).

**1. Purpose**

The department does not accept that there must necessarily be separation of non-residential, farm traffic, and residential traffic and this is particularly given the scale and nature of the development. The proposed access arrangements are unlikely to be suitable nor even effective for this intended purpose. There is inadequate information provided to support that there should be any further access.

The department's preference is to retain the existing and lawful road access. It is recommended that the access arrangements be consolidated and demonstrated to be designed to a suitable standard for the relevant vehicle types.

Program Delivery and Operations  
South Coast Region  
36-38 Cotton Street Nerang Queensland 4211  
PO Box 442 Nerang Queensland 4211

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ABN 39 407 690 291

**Reason/s:**

Compliance with the principles and strategies contained within the Department of Transport and Main Roads' Road access policy (January 2023) can be met upon nominating a single location for access between Tomewin Mountain Road and Lot 11 on SP254156. In that regard and on the basis of road safety, the department is ordinarily not supportive of establishing multiple accesses for an individual property.

**2. Amended engineering drawings**

The department has undertaken a review of the engineering drawings. Please note as per item 1 of this request for further information, this does not indicate the purpose or intent of item 1 is at all supported by a review of the engineering drawings and the department's preference is to retain a singular existing and lawful road access.

Please provide a plan of development illustrating the full extent of works as proposed within road corridor. In particular:

- (a) any work shown as 'existing' within road corridor is to be shown as 'proposed' where situated within road corridor and currently unapproved. Any additional future proposed works will also need to be shown on the plans for approval by department. Example of currently unapproved works, based on the drawings provided, show a small portion of a retaining wall built as unapproved works within the state-controlled road and will need to be removed, unless approval for the retaining wall within state-controlled road can be obtained from department. Alternatively, a survey verifying that the retaining wall is not within the state-controlled road will need to be undertaken and provided to the department.
- (b) identify the proposed crossover extents and pavement type and geometry at its intersection with Tomewin Mountain Road.
- (c) identify any associated native vegetation clearing which would have occurred with the currently unapproved works.
- (d) details of bulk earthworks associated with the proposed works within the State-controlled road corridor, supported by geotechnical assessment report.
- (e) provide existing pre-construction levels shown in the longitudinal sections. Furthermore, longitudinal sections as shown on drawing number 004, revision B, should be provided in a scale so that vertical grades are clearly visible and legible.
- (f) provide sight distance assessment ensuring the access location complies with the department's sight distance requirements.
- (g) provide swept path assessment ensuring the largest anticipated vehicle, being the design vehicle, can safely and efficiently manoeuvre in all directions of travel.

The extent of works shown should include any further works required to remedy unapproved works within road corridor.

**Reason/s:**

It is unclear whether existing and proposed road access works are to comply with departmental standards, and may otherwise compromise the State transport infrastructure. Where variations are sought to access standards and specifications, the department must ensure such variations and engineering design has been assessed and certified by a Registered Professional Engineer of Queensland. This is to ensure

that the design for the works are fit for purpose and the works do not pose a safety hazard to users of the State-controlled road.

### 3. Stormwater management

The department has undertaken a review of the proposed stormwater management. Please note as per item 1 of this request for further information, this does not indicate the purpose or intent of item 1 is at all supported by a review of the engineering drawings and the department's preference is to retain a singular existing and lawful road access.

The department's minimum requirement pipe for stormwater conveyance is 375mm diameter. However, the stormwater design may show a larger pipe requirement may be warranted. Provide a stormwater and hydraulics assessment to demonstrate that the proposed road works do not result in net worsening of or actionable nuisance to the condition of the road network, caused by flow velocities, sedimentation and scour effects.

The stormwater and hydraulics assessment must:

- (a) be certified by a Registered Professional Engineer of Queensland (RPEQ).
- (b) be prepared with consideration given to the Department of Transport and Main Roads' *Road Drainage Manual* (available at: <http://www.tmr.qld.gov.au/Business-industry/Technical-standards-publications/Road-drainage-manual.aspx>) and with consideration given to the *Queensland Urban Drainage Manual, Fourth Edition*, prepared by the Institute of Public Works Engineering Australasia (available at: <http://www.ipweaq.com/qudm>).
- (c) demonstrate that the management of stormwater post construction can achieve a no worsening impact (on the pre-development condition) in accordance with the design criteria in the department's *Road Drainage Manual*.
- (d) ensure the following are addressed, where applicable:
  - overland flow paths are identified and hydraulic conveyance is maintained as part of the proposed work;
  - existing stormwater drainage infrastructure on State-controlled road is not interfered with or damaged such as through concentrated flows, surcharging, scour or deposition;
  - inclusion of all catchments discharging to or from the State-controlled road in the pre-existing and post road work scenarios.
- (e) include details of the mitigation measures proposed to address any potential stormwater impacts of the proposed work.

#### **Reason/s:**

The submitted plans illustrate an existing 225mm uPVC stormwater pipe. The department is concerned this pipe is below the department's minimum specification for stormwater conveyance and may not be sufficient and a cause for blockages and/or afflux of stormwater flow and that this will occur within road corridor.

This department's assessment of your application will not recommence until you have provided a written response to the information request. If no response to sufficiently address the requested information is received within three (3) months from the date of this letter, the department may elect to complete its assessment of the application. Should further time be required, please advise.

After 3 months from the date of this letter and if a response is not received, the department may make a decision to approve the application with conditions, or to refuse the application, or to advise that the application is considered to have lapsed and/or is withdrawn.

Please note works for road access undertaken within a State-controlled road without written approval from the department is not permitted.

I look forward to a response being forwarded to the department in a timely manner so that the department can undertake a review and work with you towards achieving satisfactory outcomes for all parties involved.

If you would like to discuss this application, please contact Mark Taylor, Town Planner (Corridor and Land Management) on (07) 5561 3823 or by email at [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au).

Yours sincerely

Not Relevant

Frank Spinella  
Principal Advisor (Corridor and Land Management)

Deferred access RPT - DMR

**From:** [PI]  
**To:** SCR Corridor and Land Management Inbox  
**Cc:** [PI]  
**Subject:** Fw: 23CDA02 / TMR23-038827 - Request for extension to RFI period  
**Date:** Thursday, 28 November 2024 4:10:05 PM  
**Attachments:** Outlook-o2vqpkrl.png  
image.png  
image.png  
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TIA - Information request - s62 and s33\_4.pdf

Attention: Trevor Greene

Hi Trevor and apologies for the late reply to your email. Since the last correspondence, [PI] has obtained a geotechnical report which has better informed internal access options.

In reply to your outstanding queries:

**1. Confirming purpose for the proposed access arrangements**

It has previously been stated that the primary purpose of the access is to separate residential traffic from commercial traffic. To better clarify what is regarded as residential or non-residential traffic:

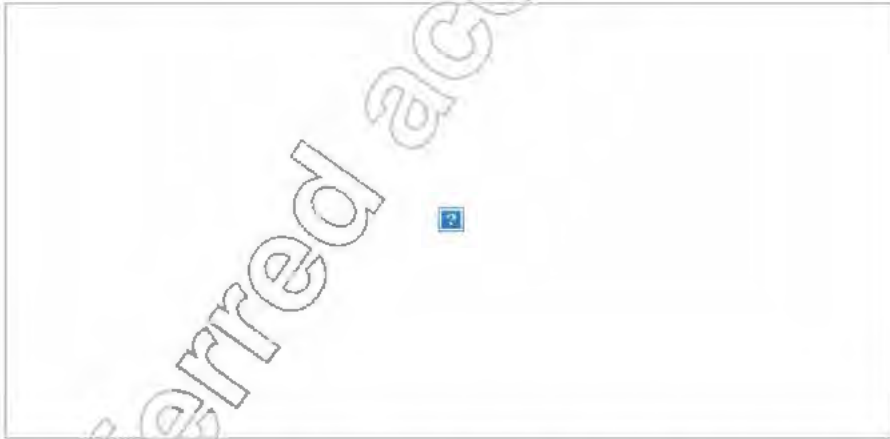
- Residential traffic: traffic not associated with the farm and its various operations. Residential traffic primarily refers to the cottage residents. The cottage is let to tenants who do not work at the farm.
- Non-residential traffic: this refers to farm traffic, employees, cafe customers, veterans associated with the veterans gardens and the farm managers [PI]

A simpler means of explaining the access application is that it is for the residents of the cottage. The benefit of separating the residential and non-residential traffic is to remove potential conflict points between the two (safety aspect) and to ensure the amenity and privacy of the cottage tenants. The non-residential traffic includes heavy vehicles and greater volumes of traffic than would usually be associated with residential access and amenity.

This strategy is consistent with traffic engineering advice that the existing cottage access (628 Tomewin Mountain Road) is unsafe. The traffic report is on file with TMR. The report can be re-sent if necessary. The applicant is exercising their duty of care in seeking an alternative and safer access for the tenants.

**2. How residential traffic will be separated from non-residential / farm traffic to improve safety and efficiency, if intended, and**

The benefit of the proposed access arrangement is that the two traffic types only converge at the practical point of access within the road corridor at 618 Tomewin Mountain Road. The screenshot below demonstrates the point.



**3. How access to the cottage will be provided. This is noting a concept sketch (drawing reference 23CDA02 Rev 2 26/04/23) had indicated further work may be proposed within road corridor**

internal access will be facilitated as indicated on the above sketch and further work within the road corridor is not being considered. Geotechnical reporting has since been carried out on the site and an operational works (change to ground level) application to Council is pending.

We trust that the above information is satisfactory in addressing your final remaining queries. If the Department is satisfied that the total of the submitted information to date is sufficient to proceed to an approval, then we request that the application now be decided.

However, if you require further response to any item, then we respectfully request sufficient time to reply.

Regards

[PI] | Director

[PI]

[PI]



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**From:** SCR Corridor and Land Management Inbox <scr.calm@tmr.qld.gov.au>

**Sent:** 02 September 2024 14:21

**To:** [PI]

**Subject:** FW: 23CDA02 / TMR23-038827 - Request for extension to RFI period

Hello [PI]

Thank you for your email below dated 27 August 2024 requesting a further extension of three months to respond to the department's request for further information of 28 November 2023.

**Extension**

The department has considered your request for a further extension of three months, and in good faith will grant a final extension to **28 November 2024** to enable you to satisfactorily respond to the request for further information including demonstrate the purpose of the second access to 618 Tomewin Mountain Road.

**Response to Purpose provided by email 12 July 2024**

We note in your email dated 12 July 2024 you state the purpose of the application is to provide a separate and safe access to the existing cottage utilising a historical farm access route.

This is a significant shift from the original purpose detail in original application submitted by Schlencker Surveying (Qld) Pty Ltd by email on 9 March 2023 (acting on behalf of [PI] which was to replace/modify an existing access for commercial purpose for 4 light vehicles/week and 1 quad bike / week. Then in response to the department's initial request for further information of 28 September 2023, where you stated the key purpose of the application is to separate residential traffic from non-residential / farm traffic, thereby significantly improving the safety and efficiency of both site traffic and the state transport corridor.

It is acknowledged you have advised you are considering route options between the cottage and the road. Additionally from the site visit and meeting of 13 June 2024 the department noted the following raised from [PI] and yourself:

- an identified alignment for proposed access to cottage
- to clarify purpose of accesses and driveways within the road reserve and property. That is driveway to main home (homestead) and farm or rural purposes and cottage driveway for example.
- a clearer plan may be resubmitted.

Therefore, the following is considered outstanding:

- Confirming purpose for the proposed access arrangements.
- How residential traffic will be separated from non-residential / farm traffic to improve safety and efficiency, if intended, and
- How access to the cottage will be provided. This is noting a concept sketch (drawing reference 23CDA02 Rev 2 26/04/23) had indicated further work may be proposed within road corridor.

Please contact to discuss if you have any further enquiries.

Kind regards,

**Trevor Greene**

Principal Advisor | Corridor Management  
Corridor & Land Management | South Coast Region

**Program Delivery & Operations Branch** | Infrastructure Management and Delivery Division  
Department of Transport and Main Roads

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**From:** SCR Corridor and Land Management Inbox

**Sent:** Monday, September 2, 2024 6:30 AM

**To:** [PI]

**Cc:** Mark L Taylor <Mark.L.Taylor@tmr.qld.gov.au>

**Subject:** FW: 23CDA02 / TMR23-038827 - Request for extension to RFI period

Good Morning [PI]

Sorry I haven't responded to your email late Wednesday, I will respond by C.O.B today.  
Kind regards,

**Trevor Greene**  
Principal Advisor | Corridor Management  
Corridor & Land Management | South Coast Region  
**Program Delivery & Operations Branch** | Infrastructure Management and Delivery Division  
Department of Transport and Main Roads

Ground floor | Nerang - South Coast Office | 10-12 Wynton Street | Nerang Qld 4211  
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E: [scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au)  
W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** [PI]  
**Sent:** Tuesday, August 27, 2024 4:00 PM  
**To:** SCR Corridor and Land Management Inbox <[scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au)>  
**Cc:** Trevor C Greene <[Trevor.C.Greene@tmr.qld.gov.au](mailto:Trevor.C.Greene@tmr.qld.gov.au)>; [PI]  
**Subject:** 23CDA02 / TMR23-038827 - Request for extension to RFI period

Hi Trevor, I understand from discussions with Mark Taylor that you are project manager for this application. As we are still waiting on agreement from TMR in regards to purpose (note: purpose submission below is in accordance with your on-site advice on 13 June 2024) and other technical reporting queries per my email of 12 July 2023 (below), we request a further extension of three months to respond to the Department's RFI of 29 November 2023 i.e. extension until 29 November 2024.

We look forward to your positive response and to progressing this application. I may be contacted on the below number for any queries.

Regards

[PI] Director

[PI]

[PI]

**From:** [PI]  
**Sent:** 25 July 2024 08:41  
**To:** SCR Corridor and Land Management Inbox <[scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au)>  
**Cc:** Mark L Taylor <[Mark.L.Taylor@tmr.qld.gov.au](mailto:Mark.L.Taylor@tmr.qld.gov.au)>; [PI]  
**Subject:** Re: 23CDA02 / TMR23-038827 - RFI interim response for review

Hi Mark, we are still waiting on your response / advice to this email.

Regards

[PI] Director

[PI]

**From:** [PI]  
**Sent:** 12 July 2024 14:42  
**To:** SCR Corridor and Land Management Inbox <[scr.calm@tmr.qld.gov.au](mailto:scr.calm@tmr.qld.gov.au)>  
**Cc:** Mark L Taylor <[Mark.L.Taylor@tmr.qld.gov.au](mailto:Mark.L.Taylor@tmr.qld.gov.au)>; [PI]  
**Subject:** 23CDA02 / TMR23-038827 - RFI interim response for review

Attention Mark Taylor

Further to the recent site visit to discuss access application, we provide the following follow-up response and advice. Prior to formally responding to the recent RFI, we seek the Department's consideration as follows.

#### 1. Purpose

The purpose of the application is to provide a separate and safe to the existing cottage within Lot 11, as marked on the PCE civil plans. In particular, our independent traffic advice is that the existing access at 628 Tomewin Mountain Road is not to standard for either access geometry or safe site distance. We refer in this regard to the traffic report by TTM, as

previously emailed to TMR. Therefore, it is proposed to connect to the approved access location at 618 Tomewin Mountain Road, utilising a historic farm access route which constitutes the route depicted on the application civil drawings.

**Amended engineering drawings**

1. The civil drawings will be notated as requested.
  2. As demonstrated during the site visit, the application does not involve a crossover to the constructed road pavement, but only connects to the existing access. The proposed pavement finish is indicated on submitted sheet PCE-23-010-003 Rev B.
  3. No damage or clearing of vegetation has occurred or is proposed.
  4. Bulk earthworks - as demonstrated on-site, the majority of the proposed access route is existing surface level with only 1m of fill placed at the property end of the route. The area of fill will be marked on the amended civil plans. However, we seek the Department's confirmation that geotechnical assessment is not warranted in this instance. Proposed works do not involve any cut or fill, but only surface grading and placement of road base as indicated in the civil drawings.
  5. Longitudinal plan sections to be amended.
  6. Sight distance assessment: as the proposal is to connect to an existing approved access, sight distance assessment is not warranted in the current application.
  7. Swept path assessment: the design vehicle is the B99. Swept path assessment is recommended as not warranted in this instance as the proposed access is sufficiently wide and does not have acute angles for manoeuvring.
3. Stormwater management: the applicant is agreeable to replacing the existing 225mm pipe with a 375mm pipe, to TMR minimum standards. During the site visit, it was observed that the pipe receives flow from an existing 375mm pipe discharge immediately above the subject site. In this instance, it is recommended that stormwater assessment is not required as the inlet pipe will be the same diameter as the upstream discharge site.

**Route consideration**

We are considering TMR advice regarding route options between the cottage and the access corridor and will provide further submission in due course.



Regards

PI [Redacted] Director

PI [Redacted]

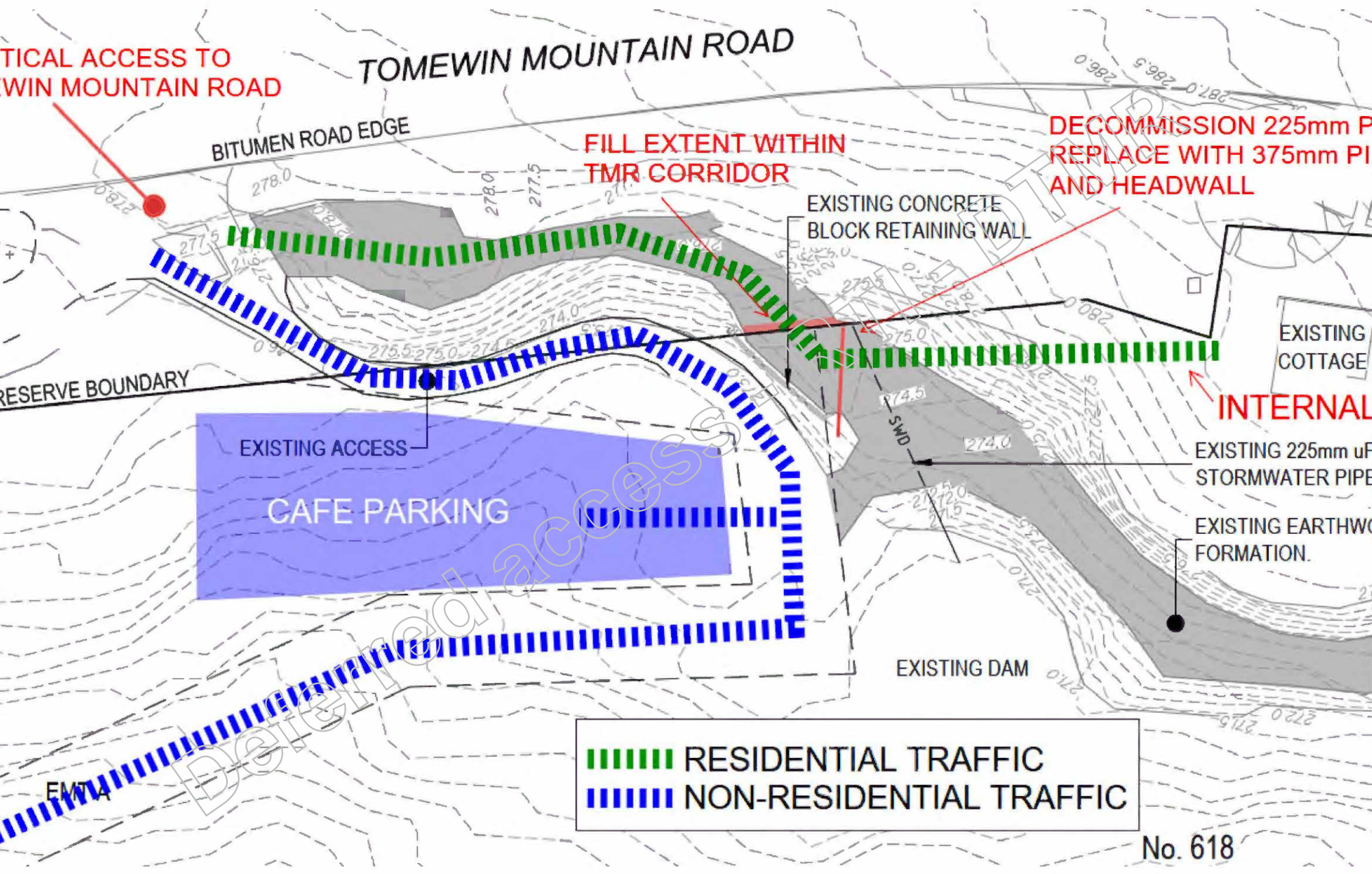


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Deferred access - RTI - DTMR



No. 618

**CONNECTION TO  
18 TM ROAD**

**TOMEWIN MOUNTAIN ROAD**

**BITUMEN ROAD EDGE**

**FILL EXTENT WITHIN  
TMR CORRIDOR**

**EXISTING CONCRETE  
BLOCK RETAINING WALL**

**EXISTING  
COTTAGE**

**EXISTING ACCESS  
DECOMMISSION 225mm PIPE; REPLACE  
WITH 375mm PIPE AND HEADWALL**

**EXISTING 225mm uPVC  
STORMWATER PIPE.**

**EXISTING EARTHWORKS  
FORMATION.**

**EXISTING DAM**

